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Covers non-stop freight and passenger train run-by action including CSX, Metro North and Amtrak. Featured locations are Bear Mountain, Manitou, Garrison, Iona Island, West Point and Fort Montgomery, as well as many intermediate points. This video was shot before and after the CSX takeover, mostly during peak foliage.

TRACKING THE LONG ISLAND RAIL ROAD –PART IV
Covers non-stop action at locations including Mineola (at rush hour), Carle Place, Westbury, Huntington, Kings Park, Bay Shore, and Sayville. Motive power includes DE30AC, DM30AC, FL9AC, GP38-2 units. Many scenes were shot just prior to the elimination of the GP38 powered trains and the 2900 series P72 standard coaches.

NORFOLK SOUTHERN IN PENNSYLVANIA
Covers non-stop action at locations including Portage, Wernersville, Summerhill, Cassandra, Lilly, Altoona, Huntingdon, and Gallitzin. Most scenes were shot in spectacular fall foliage. Motive power includes many types of Conrail blue units as well as NS C40-9W locomotives. Amtrak trains are also seen.

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on the cover

A CSX coal train is on the former Chesapeake & Ohio along the James River in Richmond, Virginia, passing a stone abutment from the old Richmond & Petersburg bridge. If this photo been taken on April 26, 1890, it would have been looking practically into the train shed of the R&P's Byrd Street Station. Kurt Reisweber looks at the R&P and its evolution into the Atlantic Coast Line and ultimately CSX beginning on page 38. Kurt Reisweber photo.

Publisher's Desk

Maintaining Your Slide Collection

When I first started shooting color slides, there was no great storage problem. The slides stayed in their little yellow boxes and they were projected manually in a little sheet metal projector and immediately dumped back in that little yellow box. Some of those early slides were even catalogued by date, subject and film type.

I soon learned there were automatic projectors and trays in which slides could be stored. The very early trays held 30 slides which I always felt was somewhat dumb since the 36 exposure rolls could usually be counted on to give 38 slides. It wasn't long before somebody was making trays that held 40 slides and even interlocked so you project them without interruption.

Harry Zannie, a local railfan buddy, remounted some of his slides in Airquipt mounts made of aluminum and glass. This really protected the slides from almost everything but they were expensive and the remounting was tedious.

Harry also custom built some boxes which held hundreds of slides which he loaded into his stacker for viewing The system worked well as long as he didn't drop a handful of slides, or get greasy fingerprints over the emulsion.

Sawyer was one of the big names in early automatic projectors. They made an economical carousel type tray which held 100 slides and mounted vertically in the projector. The Sawyer worked well but in time the cardboard slides became battered at the corners, since the Sawyer depended on a ram device to move the slides in and out of the projector.

The big advance for most railfans came with the Kodak Carousel projector in which the tray was mounted flat on the projector. Their trays held 80 slides and it was rare for a slide to jam or otherwise malfunction. Kodak also made trays that held 140 slides. These would not hold glass mounted slides or the Airquipt mounts. If you used slides which had been in Sawyer trays for any length of time, you had to fix the slides by cutting the battered corners off with an X-Acto knife. Any warping of old slides could also be fixed by gently bending the slides back to flatness. The 140 capacity trays would accept thin mount plastic slides which also enable you to crop slides when required using foil masks sold in photo stores.

As time marched on, it became obvious that there were some problems with a growing collection of carousel trays. Many people do not have the room required to keep their slide collection in trays — 80 or 140 — even though they fit well on a bookshelf. The trays are also expensive at roughly $17 per tray. You can buy non-Kodak trays at slightly less but they're not as common as the Kodak trays.

You'll still find some old timers who do presentations and who still keep their slides in those little yellow boxes. You'll see greasy fingerprints etched onto Santa Fe PA diesels and do contortions when a Pennsy T-1a is shown upside down or backwards or both. Their stuff is great but they can't be bothered getting their stuff in order.

More and more presenters are resorting to multi media presentations, among them our own Steve Barry. When using two projectors, it is almost mandatoiry to use the 80 capacity trays which permits you to use thick plastic mounts and slides bound in glass. Steve often uses two projectors and a sound track with the volume kept up high. Lots of railfans dig country western, played loud. I prefer Bach and Vivaldi, with moderate sound levels. Using two projectors lets you do some interesting editing, as for example showing photos of the same train and location taken perhaps 30 or 50 years apart, or showing slides of the same engine in different pain schemes. It should also be noted that you don't have to show two slides at one time. You can have a lot of fun playing with a new presentation as you create it.

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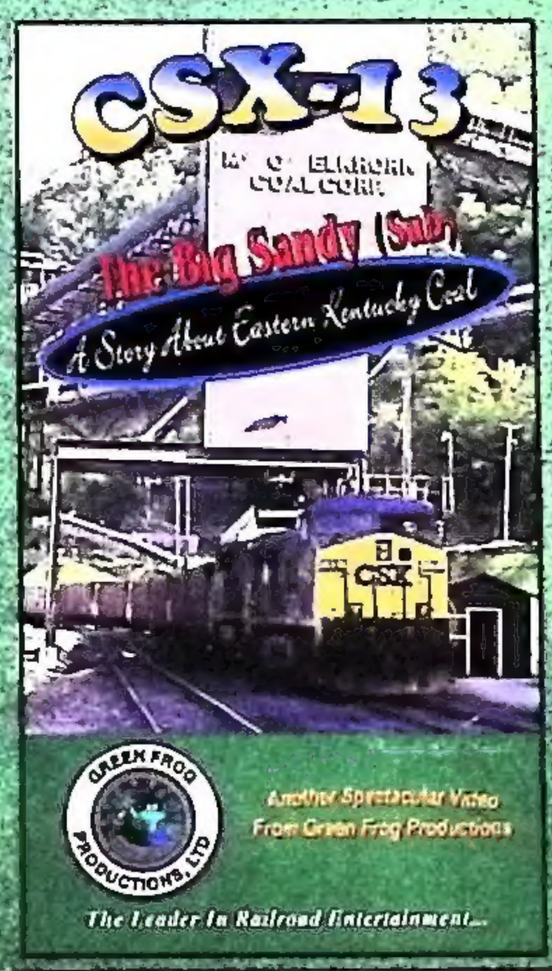
A Story About Eastern Kentucky Coal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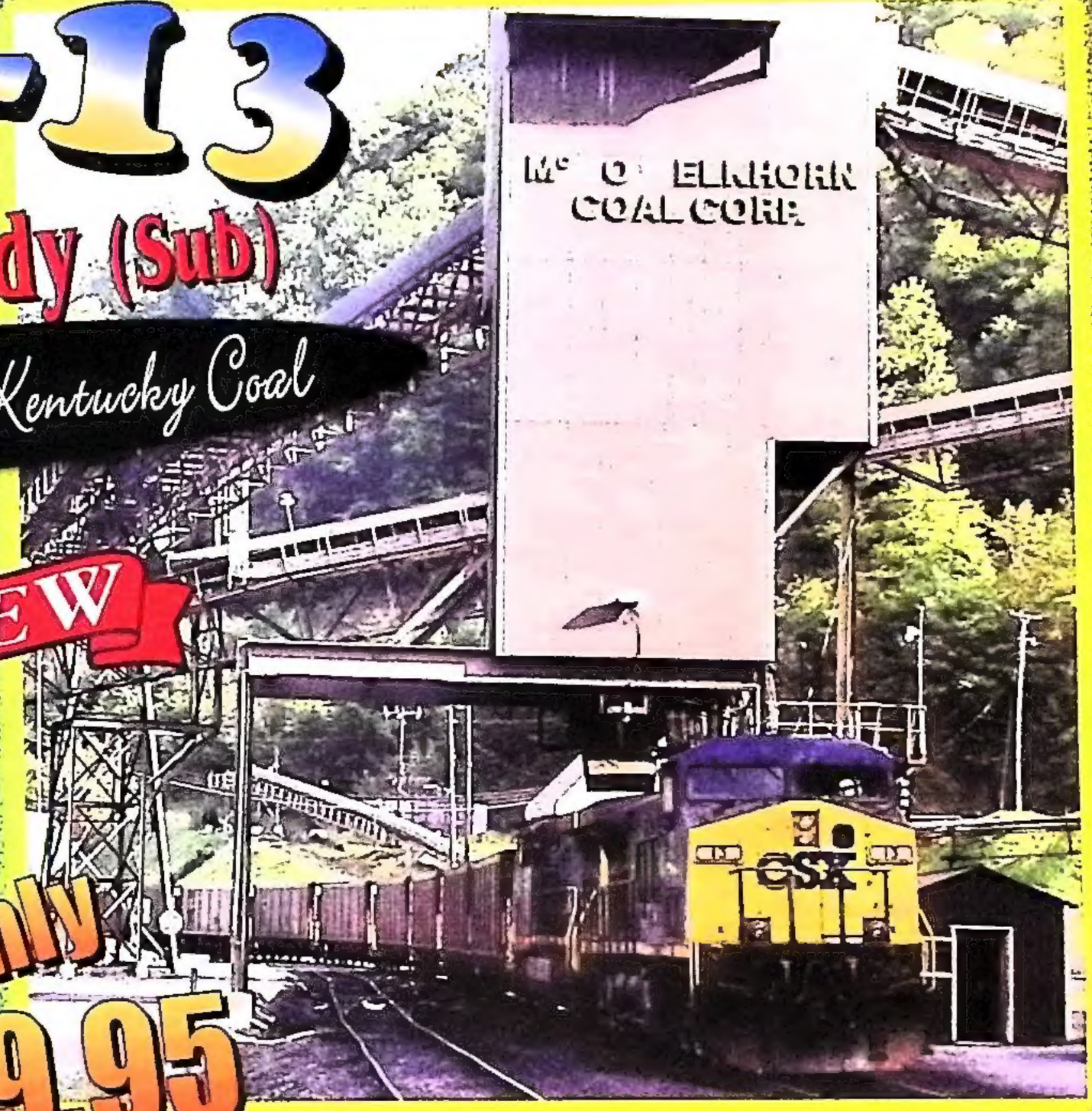

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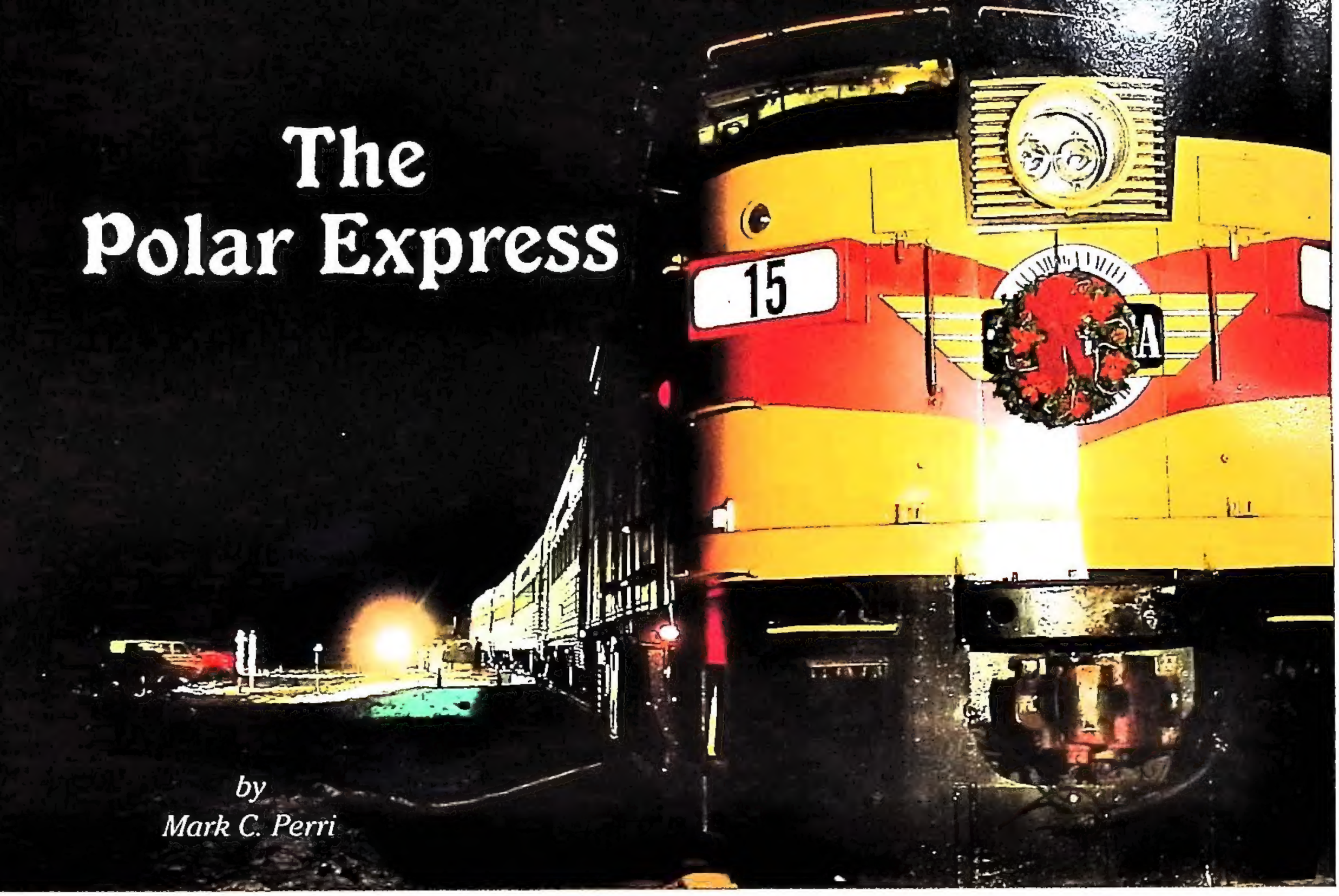
The Polar Express



by
Mark C. Perri

IT IS A DARK NIGHT, cold and clear with no moon. Effortlessly, after what seems like an all night journey, a stainless steel streamliner with over six hundred passengers (most of them anxious children in their pajamas) glides into a station stop, the icy snow swirling up underneath the train. Each window on the east side of the train is filled with children's faces and hands as they wipe away the frost and condensation for a better view through the icicles which hang from the roofline. Soon, each coach erupts with a joyous cheer, for the children, noses pressed firmly against the glass, have spotted what they've come to see — first, station signs proclaiming "North Pole," then, on a horse-drawn sleigh, gliding along the length of the train, the North Pole's most famous resident: Santa Claus.

For the past six Christmas seasons, Northeast Ohio's Cuyahoga Valley Scenic Railroad has offered December weeknight excursions to the North Pole. For the 26-mile ex-B&O line from Akron to Cleveland, whose tracks are owned by the National Park Service, this is the month when the railroad departs from one of its regular boarding sites and, in one evening, magically manages to detour to the North Pole (which admittedly, somewhat resembles the railroad's midpoint headquarters in Peninsula, Ohio).

Patterned after Chris VanAllsburg's children's book, *The Polar Express,* the CVSR painstakingly replicates the fictional journey, complete with refreshments and, of course, Santa joining the train to visit with all of the awestruck passengers on the return trip.

Pete Birgeles, Executive Director of the CVSR, proudly states that the *Polar Express* is the "crown jewel" of the railroad's excursions. And, after recent experiences with ticket sales, he quips that it's the "hottest ticket in town next to the Cleveland Indians."

From its fledgling start in 1994, when three trips were sold, five trips were slated for 1995. By October 1st, entirely by word of mouth, those trips were sold out. Not bad, considering that the railroad had planned to start advertising the trips after Halloween. Eventually nine trips ran, and in 1996 there were 15 trips. Since then, to accommodate requests, trains have even run a couple of days before Thanksgiving, averaging about 20 trips per season, plus four Saturday night *Polar* charters.

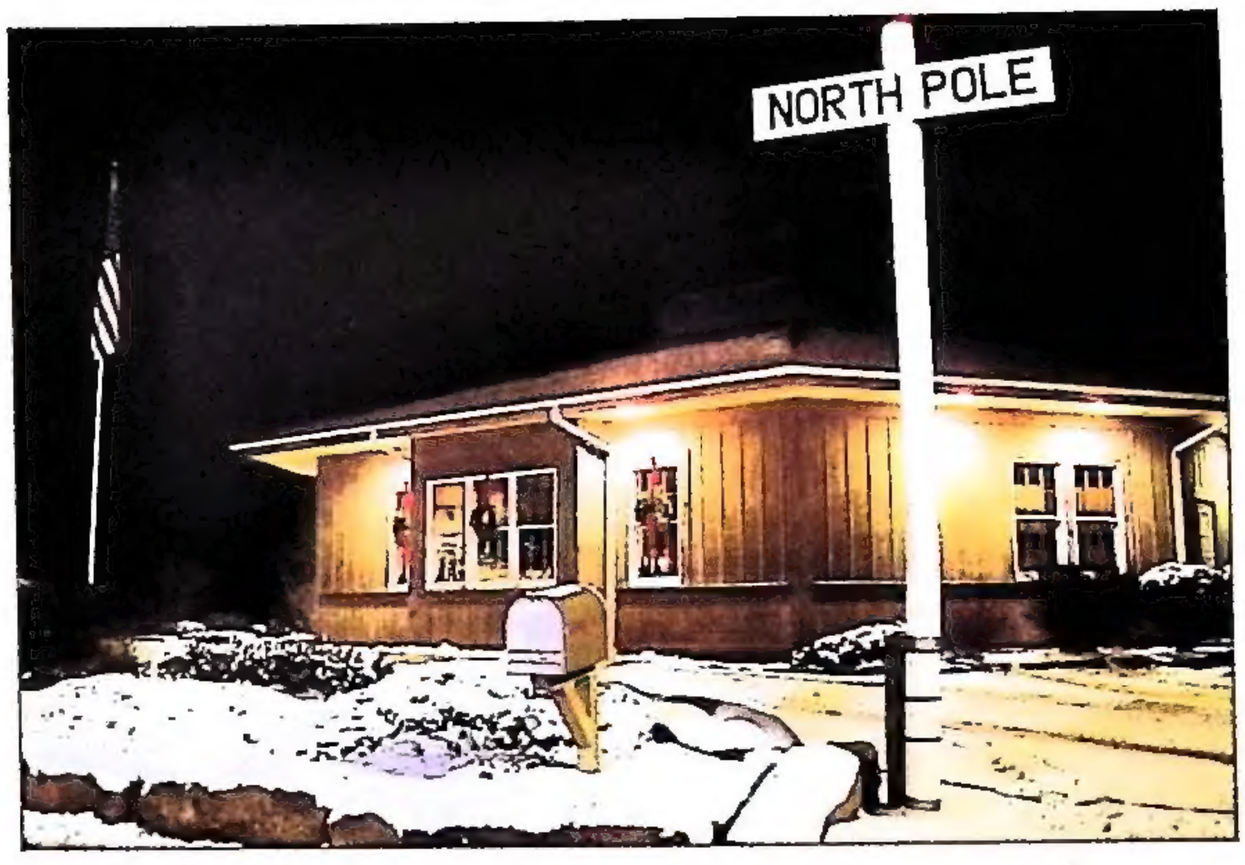
It's almost 7:00 p.m., and the last passengers are boarding. As they find their seats, they marvel that this is no ordinary train, for each car has been decorated with bows, bunting and pine roping, is adorned with a Polar Express *banner and is named for one of Santa's*

reindeer. Once in their seats, passengers are waited on by two car attendants, dressed in their holiday best, who will later serve hot chocolate and cookies, just as in the story. Two readers, who like the car attendants somewhat resemble the park rangers or volunteers who normally staff the trains, will narrate VanAllsburg's story as the train makes its way "north." In each coach, a uniformed "conductor" anxiously paces and, at 7:00 p.m., proclaims "All aboard! Highball! Next stop, the North Pole!" As the passengers, brimming with excitement, settle in for their adventure, an engineer whistles off, and an Alco powerplant comes to life, exhaust barking as the train gathers speed for its special journey.

Maintaining the success of the *Polar Express* in the 2000 season and beyond has involved an unimaginable amount of planning and efforts among the railroad's staff, volunteers, and the Park Service, dating back to 1994 when NPS Director of Public Affairs Stacy Wessels approached the railroad about recreating the popular children's Christmas favorite. Planning and direction stayed with the NPS, while the logistics of ticketing and operations fell onto the desk of (then) CVSR Marketing Director Lisa Lastovka. And while marketing would prove to be the least of the problems encountered, the planning, coordination and direction needed to present the program in the professional manner that it deserved, with nighttime winter operations, would be daunting.

By the current 2000 season, sales have reached over 10,000 tickets a year. The railroad has reached its maximum capacity of coaches, evenings and train length. Ticket prices, currently at $18.00 for adults and $13.00 for children, have been kept reasonable. The result, according to Customer Service Manager Char Verner, who with her staff in the Peninsula depot is responsible for overseeing the annual September mail-in lottery, is that the railroad routinely sends back more than half of the ticket requests it receives.

With the anticipated arrival of new coaches, for the first time, two *Polars* will be scheduled each evening, one departing from an Akron area stop, and another from the Cleveland end. There will be 40 scheduled trains, plus charters. Depending on the availability of coaches and train lengths decided upon, ticket sales may reach 15,000. And, more importantly, with the help of the owner and employees of Terry Lumber Company in Peninsula, (apparently Santa's "official supplier"), the North Pole will be brimming with



activity, as elves labor in the shops, carrying boxes and supplies between buildings, and celebrities such as Frosty the Snowman make cameo appeances outside the train. It seems Santa is sometimes even stalked by paparazzi, as a photographer will occasionally follow him, firing off flashbulbs and frantically setting up a tripod as he makes his way to the train!

Just as in years before, yet another Polar Express *makes its way to the North Pole, as elves scurry about their business. The shorter trains allow everyone a view of the activity, and Santa makes his grand entrance to the train. Each young passenger will receive a bell, just as in the story, ringing true for those who "truly believe," a memento as Santa disappears into the night before the train departs on its return trip.*

For many, a journey to the North Pole seems impossible, or imaginary at best. But in northeastern Ohio, over 10,000 people a year now know that the magic of Santa Claus transcends all attempts of reason or logic. And this holiday season, for almost 50 trips, a weary staff of railroaders, rangers and elves will soldier on, rewarded by the experience of witnessing the excitement and awe on the faces of hundreds of youngsters who truly believe in the magic of Santa Claus.

For ticketing info (on the 2001 Polar Expresses) contact the CVSR at 800/468-4070, or visit *www.cvsr.com*.

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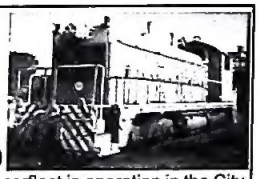
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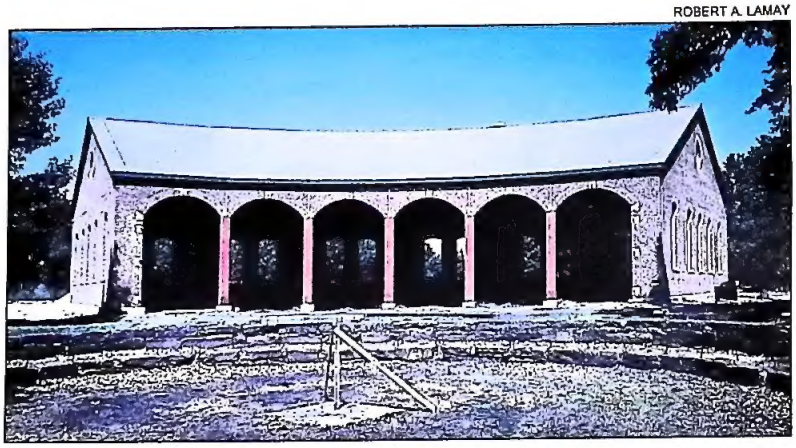
In Focus

News-feature

ROBERT A. LAMAY



THE NEW HAVEN COLUMBIA JUNCTION ROUNDHOUSE in Willimantic, Connecticut, is being reconstructed by the Connecticut Eastern Railroad Museum to house its rolling stock collection. A former Boston & Albany turntable will be installed in the original stone pit.

New Haven roundhouse revival

IN 1892, the Columbia Junction roundhouse was built in Willimantic, Connecticut, by the New York, New Haven, & Hartford Railroad on its Airline Division. The Airline route ran from Cedar Hill Yard, just outside New Haven, Connecticut, northeast to Boston, Massachusetts, via Willimantic. Originally operated as the New Haven, Middletown & Willimantic Railroad, it was reorganized in 1875 as the Boston, New York & Airline Railroad, and was leased to the New Haven in 1882, ten years before construction began on the roundhouse.

The New York & New England Railroad crossed the Airline at Willimantic. This line operated from Providence, Rhode Island, to Hartford, Connecticut, and west into New York State via Willimantic. The NY&NE went bankrupt in 1893 and emerged as the New England Railroad, under full control of the New Haven. In 1898 the NY&NE was absorbed by the New Haven as its Midland Division.

A third railroad nearby was the New London Northern, which was leased to the Vermont Central in 1871. In 1882, the lease was transferred to the Central Vermont Railway. Eventually Central Vermont replaced the New England Northern name.

History isn't too clear on the details, but a fire reportedly destroyed the roundhouse in 1928. The building's remains were bulldozed into the six inspection pits, and the site sat dormant for the next 63 years. A group of local rail enthusiasts and historians formed the Connecticut Eastern Chapter of the National Railway Historical Society in November 1991, and the State of Connecticut leased the group a 55-acre site, including sections of both the Airline and Midland Divisions, and the buried remains of the roundhouse and turntable pit.

Chapter members gathered at the site on weekends, spending hours clearing brush and debris. Others, armed with picks and shovels, removed tons of smashed bricks, mortar, keystones, and other debris. The original foundation and footings were reused in the reconstruction. The granite foundation capstones had to be reset, and a new mortar bed was laid. Rebar was drilled three feet into the existing brownstone foundation.

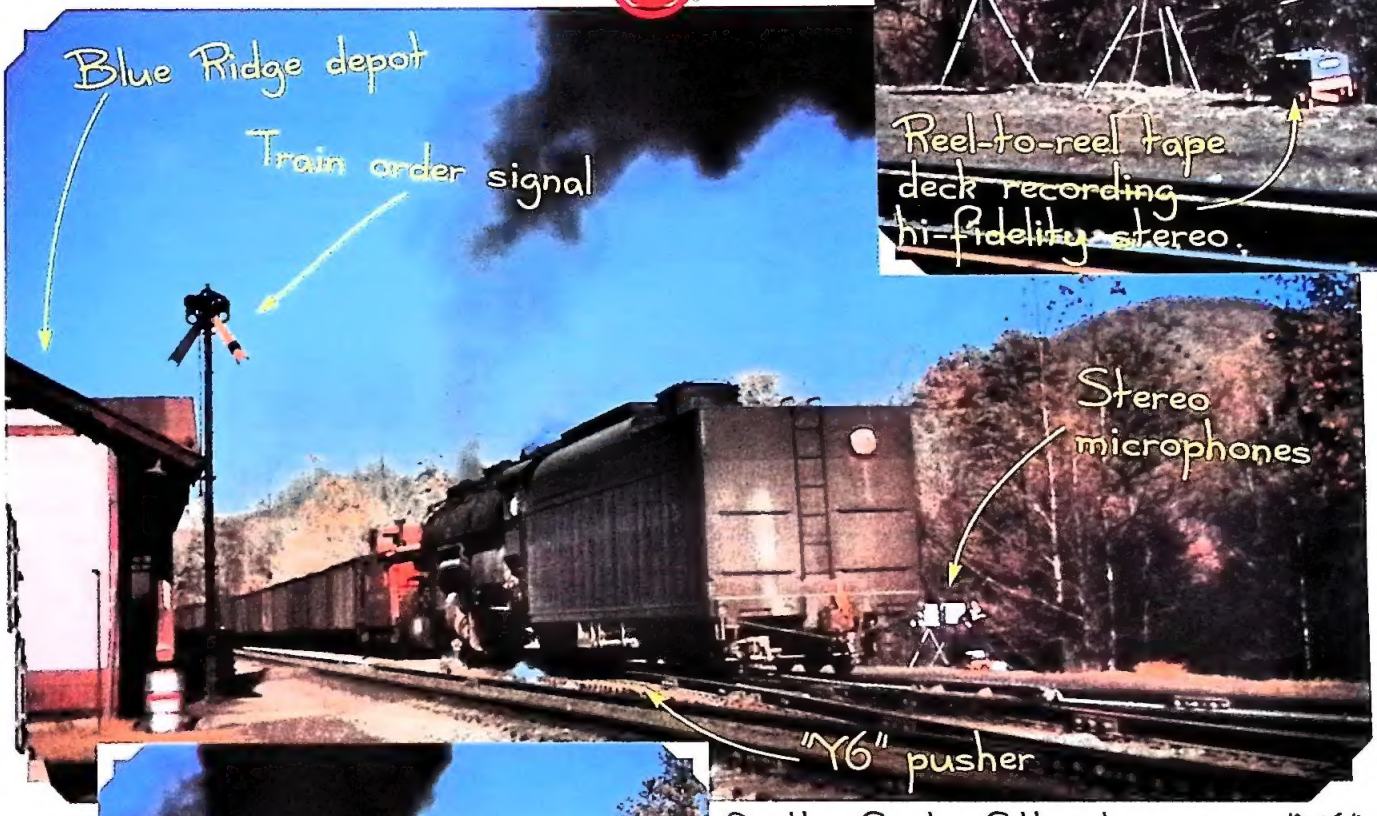
The main walls are concrete block with brick veneer, separated by a layer of insulation. Of the six original door keystones found during the excavation, only number one was intact, which was above the Track One entrance door. The six keystones are replicas, made using the Track One keystone as a pattern.

The original turntable pit walls are in good condition, and the former Boston & Albany turntable from Dudley, Massachusetts, obtained from the Edaville Railroad, will be installed.

Now that the basic structure is complete, 22 4′×10′ windows, six sets of 16′ doors, a paver brick floor, power line hookups, and lights and fixtures have yet to be installed.

The total cost to date is close to $500,000. A $400,000 grant from the State of Connecticut has funded most reconstruction costs, but additional funds are being raised through appeals to local businesses and the sale of engraved paver bricks to be used in the roundhouse floor. Much work remains to be done, but today the roundhouse looks much as it did 108 years ago. — ROBERT A. LAMAY

Hooters on Blue Ridge



More action at Blue Ridge depot.

On the front of this train is a "Y6" helper ahead of an "A" class.

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Fanmail

Letters from readers

Taking the train

I'm sure, editor Barry, that you were right when you predicted you'd get letters over your response to a reader who suggested that, as RAILFAN & RAILROAD editor, you should ride trains (MARKERS, R&R, December 2000). I know you're not the only editor of a popular railroad magazine to fly to your engagements, but you should be congratulated for being the first to admit in your pages that passenger trains aren't very useful.

Transport quality is measured by flexibility, speed, convenience and economy, and the greatest of these is all four of them. Amtrak doesn't succeed at any of them for most trips. It is tiresome, and a tad hypocritical, for railroad magazines to thump the tub for a service that's as irrelevent to their editors as it is to the rest of American society.

Further, the interests of Amtrak and the private railroad industry are often at odds. Amtrak's demand for increasingly scarce capacity (that it does not pay for) risk damaging the industry in the same way as passenger deficits did back in the 1960s. Amtrak was created to minimize that damage, but instead it's institutionalizing it. Railroad-industry publications ought to acknowledge this issue, and the courageous ones will choose a side.

You don't have to make excuses for schlepping your gear by plane and car. That's what the whole rest of the country does, and railfans aren't that much different from normal people.

AARNE H. FROBOM
HASLET, MICHIGAN

I didn't say that "passenger trains aren't very useful." I said, "passenger trains aren't very useful for my needs." *That's an important distinction. I believe everyone acknowledges that Amtrak serves a useful function in the Northeast Corridor, and it's hard to argue that the California and Milwaukee-Chicago services aren't filling a need. Probably the biggest argument can be made against the long-distance trains, but I have seen (and experienced) first-hand that at least some of these trains fill a real transportation need. I have seen the* Crescent *and* City of New Orleans *packed on weekends with students heading home from or going to college. The Florida trains provide service to small towns in the South that don't have other transportation options. I'm not as familiar with the Amtrak routes through the West.*

When I served on the board of the National Railway Historical Society, I attended meetings in Savannah, Georgia, and Miami. Each time I took the train, as it provided a low-cost means to reach these cities, and I enjoyed the relaxing ride. It helped that these weren't "photographic forays," so I wasn't loaded down with tons of camera gear.

Overlooked in all of this, by the way, is that in the October 2000 issue associate editor George Fletcher had an article on taking the train coast-to-coast. — S.B.

Taking stuff on the train

You don't have to make excuses for not taking the train to Cincinnati. You did not, however, address what I consider to be the main problem with rail service to that town. The arrival times (12:54 a.m. westbound, 5:23 a.m. eastbound) in effect leave Cincinnati without service at all. If Amtrak can't do better than that, it doesn't deserve my business.

With respect to you carrying a lot of stuff, I once had an embarrassing encounter with the recently deceased John Martin, president of the National Association of Railroad Passengers. John was also a railroadiana dealer, and one year I went to his booth at the Gaithersburg, Maryland, train show. Since Jack lived in Atlanta, I asked him if he'd come north on the *Crescent*. Jack took a disdainful look around him at approximately three tons of paper goods and said, "Are you kidding?"

TOM HOFFMAN
RADFORD, VIRGINIA

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g April issue available during all of March)

RAILFAN EVENTS

SOUTH CARVER, MASSACHUSETTS, through January 7. Christmas Light Festival at the Edaville Railroad with thousands of lights and dozens of displays on 5-mile trip through cranberry plantation. Hours 4pm-9pm weekdays and 2pm-9pm weekends and holidays (closed Christmas Day). For more information phone the Edaville Railroad at 508/866-8190.

DEARBORN, MICHIGAN, February 3-5 and 10-12. Algoma Central Snow Train from Dearborn and Royal Oak, Mich All inclusive fares from $295-$405 For more information contact Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162; *www.BluewaterNRHS.com.*

PHILADELPHIA, PENNSYLVANIA, January 27. Super Saturday Streetcar Special VIII over SEPTA's streetcar lines using "Red Arrow" PCC 2799 sponsored by the Wilmington Chapter NRHS. Several quality photo stops. Trip departs Elmwood car barn (near I-95) at 10am, returns approx 3pm Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-5pm ET) or e-mail *steve@daylightimages.com.*

BOSTON, MASSACHUSETTS, February 17-24. Florida Coast Special with your choice of Amtrak accomodations to Florida. Includes a 5-day, 4-night cruise on the classic ocean liner *S.S. Dolphin IV.* Fares start at $1100 and include accomodations and many meals. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

McCLOUD, CALIFORNIA, February 18. Snowflake Special Double-Header with 2-8-2 No.18 and 2-6-2 No.25 to Burney sponsored by the Pacific Locomotive Association. Several photo stops en route, plus a snow plow will be included over a portion of the trip to clear the line. Tickets are $139 for a non-reclining seat (dining-car style) or $155 for a reclining seat in coach (includes box lunch). Optional dinner after the trip $15, optional *Shasta Sunset Dinner Train* reservation for February 17th $65 (phone 800/733-2141 for dinner train reservations only) Tickets available from PLA/Key Holidays, 1141 Bont Lane, Walnut Creek, CA 94596. Information phone 925/945-8938. Major credit cards accepted.

WASHINGTON, NEW JERSEY, February 24. EastRAIL 2001 will be held at the Warren Hills Regional High School 10am-6pm. Confirmed presenters include Bob Bahrs, Thomas Baker, Steve Barry, Gene Collora, Kermit Geary, Jr., George Hiotis, Vic Neves, David Patch and Scott Snell. Radio personality Tom Moran will be the master of ceremonies for the day. For more information see the ad on page 62.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122, 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.

March 24, Tijuana & Tecate Rail Adventure using steam and diesel on the Tijuana & Tecate and San Diego & Arizona Easter. Trip originates in San Diego *(see separate listing).*

April 21, San Diego & Arizona Eastern railfan trip with Black Widow GP9 and SP 4-6-0 *(see separate listing)*

May 19-June 1, Great Canadian Rail Adventure from Vancouver to Jasper and Banff, Cariboo Steam Special, more *(see separate listing).*

May 26-28, Canboo Steam Special with CPR 2-8-0 3716 from North Vancouver to Kelly Lake, B.C. *(see separate listing)*

September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage, plus the Fall Northern Wilderness and White Pass Steam Spectacular listed below.

September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver.

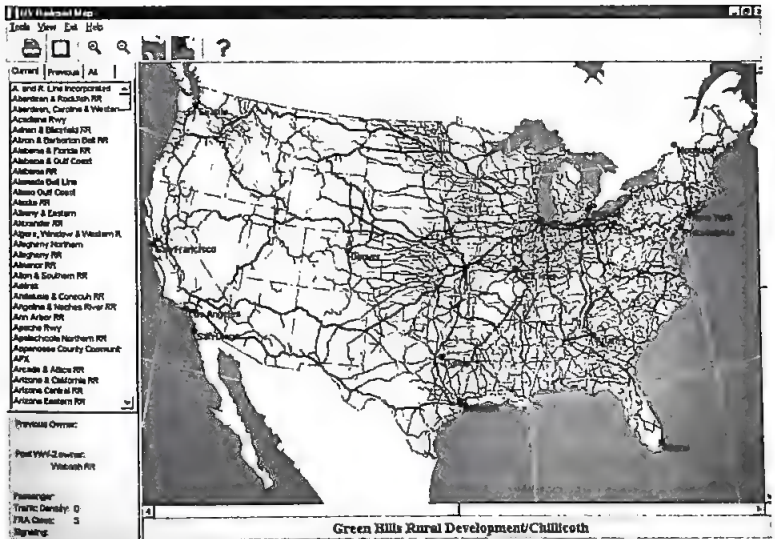
September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists.

September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire with eight train rides.

September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic.

October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern from Waukesha to Prairie du

US Railroad Map



Ron Paludan's US Railroad Map contains data for the entitre US railroad network. Just move and click the mouse on the map to see current and historical data on specific stretches of track on current and abandoned railroads. Visit www.signalcc.com for more info.

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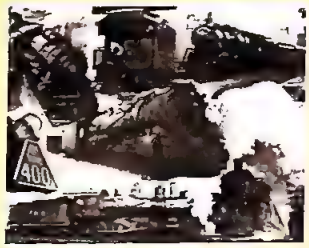

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SAN DIEGO, CALIFORNIA, March 24. Tijuana & Tecate Rail Adventure. Diesel-powered trip over the Tijuana & Tecate in Mexico, followed by a steam-powered trip with an SP 4-6-0 over the San Diego & Arizona Eastern from Tecate into California. Several photo stops are planned. Prices start at $150 for adults, $74 for children. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

BOSTON, MASSACHUSETTS, April 6-8. Cherry Blossom Special to Washington, D.C., via Amtrak's *Twilight Shoreliner.* Trip departs South Station, Back Bay Station, Route 128 and Providence. Complete package includes lodging, meals and transportation in Washington. Fares start at $300 double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

BOSTON, MASSACHUSETTS, April 13-22. Lone Star Special from South Station, Worcester and Springfield to Austin and San Antonio via Amtrak's *Lake Shore Limited* and *Texas Eagle.* All inclusive fares with coach class start at $1300 per person double occupancy. Information from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

CAMPO, CALIFORNIA, April 21. San Diego & Arizona Eastern Railfan Day featuring SP 4-6-0 2353 and a GP9 in Black Widow paint on passenger and freight trains. Trains operate from Tijuana to Tecate in Mexico, then return to Miller Creek and Campo in California. Plenty of photo runbys. Prices start at $208. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours com.*

GREAT CANADIAN RAIL ADVENTURE will operate May 19-June 1, featuring rides on Amtrak's Talgo train, Via's *Canadian* and the *Rocky Mountaineer,* plus a trip on Vancouver Island and steam on BC Rail. Prices start at $2795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NORTH VANCOUVER, BRITISH COLUMBIA, May 26-28. Cariboo Steam Special on BC Rail with 2-8-0 3716 operating to Kelly Lake. Trip covers 193 miles each way. Photo runbys will be held each day. Prices start at $358 ($448 Canadian). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

Russia, several different departures between February 19 and September 16.
Guatemala and El Salvador, February 17-25 with steam, diesel and railcars, plus three double-headed Baldwin steam trains.
China, March 10-25, with main line and industrial steam.
Mexico, March 31-April 8, chartered diesel train on FerroMex looping Mexico.
Chile, June 16-24, visiting nine railroads plus six chartered diesel and electric trains.
Peru, August 5-18, with 12 charter trains on 7 lines powered by steam, diesel and electric.
Mexico, December 3-9, chartered diesel train to the Copper Canyon.

RAILROADIANA MEETS

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

January 6-7, Mobile, Ala., Greater Gulf State Fairground.
January 6-7, St. Louis, Mo., America's Center.
January 6-7, Salt Lake City, Utah, State Fairpark.
January 13-14, Louisville, Ky., International Convention.
January 13-14, Novi, Mich., Expo Center.
January 14, Wheaton, Ill., DuPage County Fairgrounds.
January 20-21, Indianapolis, Ind., State Fairgrounds.
January 20-21, Tucson, Ariz., Pima County Fairgrounds.
January 27-28, Providence, R.I., Convention Center.
January 27-28, Houston, Texas, Astrodome/Astroarena.
February 3-4, Fort Washington, Pa., Expo Center.
February 3-4, Memphis, Tenn., Mid-South Fairgrounds.
February 10-11, Winston-Salem, N.C.,Dixie Classic Fairgrounds.
February 10-11, Anaheim, Cal., Convention Center.
February 11, Wheaton, Ill., DuPage County Fairgrounds.
February 17-18, Greensburg, Pa., Greengate Mall Expo Center.
February 17-18, Portland, Ore., Metropolitan Expo.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

January 6-7, Norcross, Ga., North Atlanta Trade Center.
January 6-7, Virginia Beach, Va., Convention Center.
January 20-21, Lebanon, Pa., Lebanon Valley Expo Center.
January 27-28, Niles, Ohio, Eastwood Expo Center.
February 10-11, Upper Marlboro, Md., Show Place Arena.
February 17-18, Fort Washington, Pa., Expo Center.
February 24-25, Monroeville, Pa., Pittsburgh ExpoMart.

FREEPORT, NEW YORK, January 7. 11th Annual Winter Train Show & Exhibition sponsored by the Great South Bay Model Railroad Club, Inc., at the Freeport Recreation Center, 130 East Merrick Road, 11am-4pm. Admission $3, kids under 12 free with adult. Information: Kevin R. McKay, Show Coordinator, 66 Van Buren Street, Freeport, NY 11520; 516/223-9357.

WATERBURY, CONNECTICUT, January 7. Train Show sponsored by Classic Shows, LLC, at the Waterbury Sheraton, 3580 East Main Street, 9am-2pm. Admission $4, kids under 12 free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

GILBERTSVILLE, PENNSYLVANIA, January 7. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512-8137; 610/367-7857

WINSLOW, NEW JERSEY, January 7. Great Winslow Junction Scale Train & Railroadiana Meet at the Winstow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (before 9pm).

ST. PAUL, MINNESOTA, January 13. Train & Toy Flea Market sponsored by the Twin City Model Railroad Museum, Inc., at Bandana Square, 10am-2pm. Free Admission. Information: Twin City Model Railroad Museum, 1021 Bandana Boulevard, East, Suite 222, St. Paul, MN 55108; 651/647-9628.

SAVANNAH, GEORGIA, January 13-14. 12th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parents. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976; *rilbuffs@sabrelink.com; www.coastalrailbuffs.org.*

FALL RIVER, MASSACHUSETTS, January 14. 14th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum at B.M.C. Durfee High School Gym, 360 Elsbree Street, 10am-4pm. Admission $3, kids 2-12 $1, under 2 free with adult. Information: Jay Chatterton, Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

PLANO, TEXAS, January 20-21. Dallas Area Train Show at the Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST); robert.l.bray@imco.com.

HAMBURG, PENNSYLVANIA, January 21. Hamburg Dutch Train Meet at the Hamburg Fire Company Field House, Pine Street, 9am-1pm. Admission $3, kids under 12 free. Information: Sam Lenhart, 1251 Upper Van Reed Road, Leesport, PA 19533; 610/374-5694.

TRAIN MASTER OF CLEVELAND (9695 Chillicothe Road, Kirtland, OH 44094; 440/937-9200) will have the following shows. Admission is $4.

January 21, Eastlake, Ohio, Eastlake North High School.
February 11, Parma, Ohio, Senior High School.

LaCROSSE, WISCONSIN, January 27. The Great Tri-State Rail Sale, Railroad Flea Market & Swap Meet sponsored by the 4000 Foundation, Limited, at the LaCrosse Center, 300 Harborview Plaza, 9am-3pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602-3411; 608/582-4761.

FREDERICKSBURG, VIRGINIA, February 10. Railroad Yard Sale sponsored by the Rappahannock Chapter NRHS at the National Guard Armory, Jefferson Davis Highway (U.S. Route 1), 10am-5pm. Admission $3, kids 6-12 $1, under 6 free. Information: Bill Sheild, 4417 Danube Drive, Dahlgren, VA 22485-5707; 540/663-3711.

DUPO, ILLINOIS, February 10. Train Swap Meet sponsored by the Dupo Community High School and Reynolds Railways at the Dupo High School gym, 10am-3pm. Admission $3, kids under 12 free. For information call 618/281-6264; e-mail *reynrail@htc.net.*

ANDOVER, MASSACHUSETTS, February 11. Rail-A-Rama XXXII at the Ramada Rolling Green, 311 Lowell Street (Exit 43 off Route 93 North), 10am-4pm. Admission $3, kids 5-12 $1, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445; *www.mysticvalleyrs.org.*

PHOENIX, ARIZONA, February 17. Everything Railroad Winter Train Show & Swap Meet sponsored by the Sahuaro Central Railroad Heritage Preservation Society at the North Phoenix Baptist Church Family Life Center, 5757 North Central Avenue at Bethany Home Road, 10am-3pm. Admission $4, kids 12 and under free with adult. Information: Ellie Barbieri at 602/494-7430; *elileb0440@aol.com.*

RICHMOND, INDIANA, February 18. All Train Flea Market at the National Guard Armory, 1200 West Main, 10am-3pm. Admission $2, kids under 12 free with adult. Information: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 45356; 937/773-7186.

PEORIA, ILLINOIS, February 18. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

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Over the past few years we have been granted rare access to the head-end of Amtrak's Southwest Chief, and the complete series is now available. These tapes are mostly looking straight ahead, although the Sante Fe Trail, and Southern California videos also show some scenes of crews and controls. If you like cab ride videos, you'll want this whole set!

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Drury On Board

Commentary — by GEORGE H. DRURY

Color in Railroading

FOR THE FIRST THIRD of the 20th Century, the railroad industry had a three-color spectrum: black, brownish red and dark olive. Black was the color for steam locomotives. Anything that worked in a coal-intensive environment, as steam locomotives did, soon would be black if it wasn't black to start with. Freight cars that weren't black were brownish-red, probably because that iron oxide color was a cheap pigment. Passenger cars were dark olive, because Pullman had chosen that color as the universal, nationwide color for its fleet, and the railroads liked their trains to have a uniform appearance.

Pullman adopted dark olive, which we call Pullman green, in 1900 because the general manager of the company was tired of the thick, dark chocolate brown Pullman had used for some years. Pullman green, actually a yellowish black, held up well under railroad operating conditions (translation: it looked about the same when covered by dust and dirt), but the color itself was not one that the average passenger would consider attractive. Not many flowers are Pullman green. Do we railfans like Pullman green because it reminds us of old passenger trains? Do we think passenger trains should be Pullman green because they always have been?

There were exceptions to that drab spectrum. The Pennsylvania and the Canadian Pacific had passenger cars painted dark red. Milwaukee Road painted its passenger cars orange and maroon (which it called yellow and red) and, for a time, the Big Four and Chesapeake & Ohio used those colors too. During the teens and twenties there were occasional outbursts of color — green and yellow on the Chicago & North Western, blue on the Wabash and maroon and red on the Chicago & Alton are the best-known. However, the dark olive of the Pullman Company was pretty much all-pervasive, and railroad management usually opted for uniformity of appearance after the bright colors gathered a film of coal dust.

The first experimental diesel locomotives were black, but about 1934 someone at Electro-Motive must have said, "These don't burn coal. They don't *have* to be black." Road locomotives blossomed with two or three bright colors separated by miles of gold or silver striping.

The stripes between colors were necessary. In classical heraldry there are five colors (red, green, blue, purple and black) and two metals (gold and silver). It is considered bad practice to have two colors or two metals touch. Remember Great Northern's orange and Pullman green GP30s, without the yellow stripes? Awful.

Most early diesels were painted in eight-to-the-box Crayola colors — the basic colors, the colors little kids know. You ask a little kid his favorite color, it will be red or blue, not taupe or teal. Consider the colors that have been used on diesels and passenger cars since the mid-'30s. There haven't been many in-between colors.

For a few years, the railroads seemed reluctant to apply bright colors to switchers and road-switchers. Several reasons are possible: two colors plus striping was more expensive than a swift coat of black; the locomotives would labor unseen in the yards; switchers have always been black; and maybe even that grand old railroad

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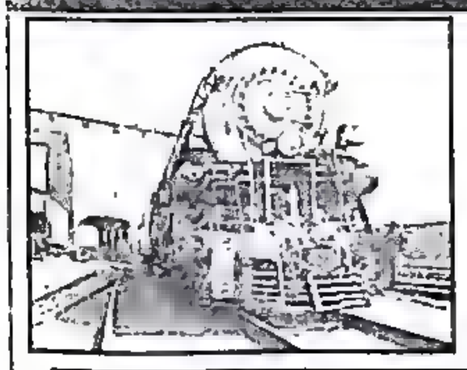

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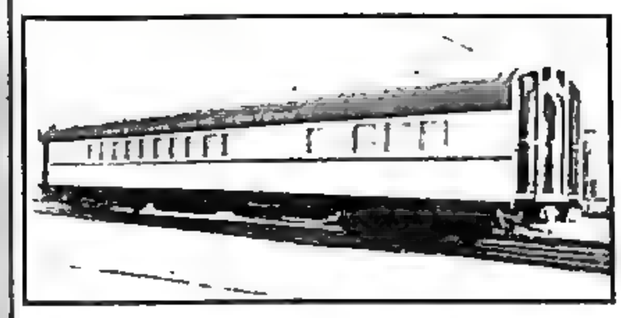

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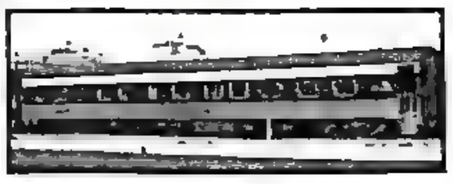

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fallback, "It wouldn't be safe."

Safety was the reason for the zebra stripes that a lot of switchers wore — gas-electrics, too. In the old days, something sitting in the yard not steaming and smoking was not likely to move. The gas-electric car and the diesel switcher were capable of movement without smoke and steam. Zebra stripes said, "This thing can move. Be careful around it." That's my theory. In the mid-'50s a few railroads adopted new paint schemes to symbolize new management — New Haven and Boston & Maine spring to mind. Other roads began to consider the cost of labor and masking tape involved in multicolor, multistripe liveries. Solid colors returned, or perhaps a solid color plus a splash of something bright on the nose. Southern Pacific Daylight passenger diesels and Black Widow freight diesels became dark gray with red noses; SP's multiplicity of passenger car paint schemes gave way to bare stainless steel with a red letterboard. Rock Island's red, maroon, and silver (for passenger units) and red, black and white (for freight) turned to solid maroon, first with vestigial stripes on the nose, then with yellow wings.

The downward trend continued, driven by Gresham's Law of Railroad Paint Schemes: Bad drives out good. The nadir came with Penn Central. The black locomotives were expected, given NYC's black hood units and Pennsy's near-black, but do you rmemember that dull green they inflicted on the passenger cars? It must have been left over from something; no one would choose it on purpose.

Other railroads put a more positive spin on simplified paint. Canadian National's 1961 image makeover was the best thought out and most successful in the industry. Great Northern's Big Sky blue was attractive, but it didn't fully replace Omaha orange and Pullman green before it was replaced by Burlington Northern's Cascade green, and not many passenger cars got that livery before it was replaced by Amtrak's red, white and blue.

Does anyone else feel that Amtrak never quite got it right? First there were red and blue stripes edged in white and chopped up by the windows, then equal red, white, and blue stripes chopped up by the windows, with lettering too large to fit the white stripe, then a dark blue stripe with several red and white stripes at the top, again chopped up by the windows (and no, I'm not advocating stripes across the windows, like Pennsy E8s and city buses clad in advertising). The Acela scheme seems to be (perhaps my mind is simply refusing to process this) gray with blue blobs. Anyone else remember that first coach Amtrak painted up in 1971 — with a solid blue window band? It might have worked.

Bright colors have come back, starting with Chessie System in 1973. More recently, Santa Fe revived its red and silver warbonnet, the world's most recognized railroad image. It was soon replaced by Burlington Northern & Santa Fe's orange, dark green, and yellow, a nod toward Great Northern's history, but verging on nephew art. ("My wife's brother's boy went to art school for a semester. He could paint your engine.")

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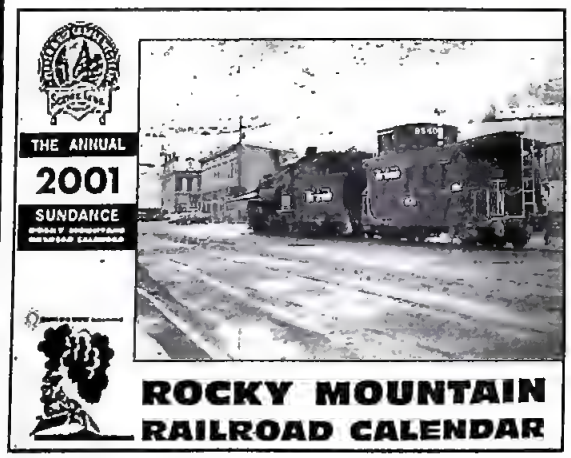

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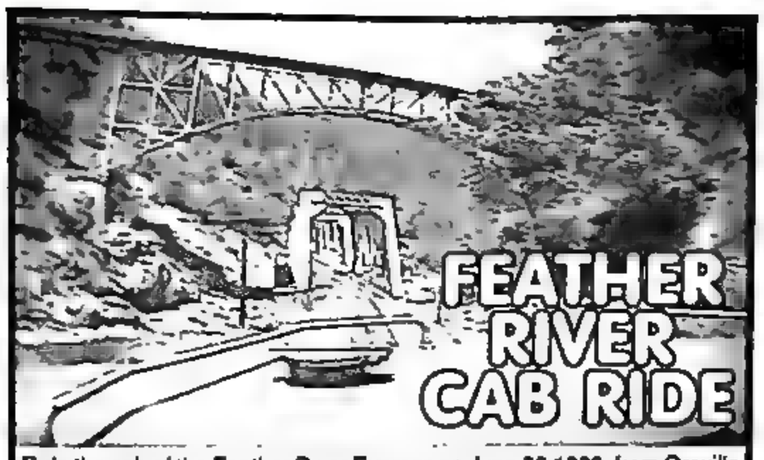

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Reviews of new releases

Third Avenue Railway - Volumes I, II and III

Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; each tape 30 minutes; $24.95 each, plus $5.00 shipping for first tape, $1.00 each additional. NJ residents add 6% sales tax.

The Third Avenue Railway system operated virtually all trolley service in Manhattan, Yonkers and the Bronx, New York. At its peak, there were about 400 miles of track and some 1500 trolleys, all in an attractive red and cream livery. This system obviously ran on street surfaces, but used an underground electrical feed in heavily populated areas, reverting to trolley poles and overhead wire only in more rural environs plus the Bronx.

Each volume in this series is introduced by a historical text. There is no narration, but big band music provides appropriate background ambiance. The footage here, from a number of photographers, is rather remarkable in quality and content, and was shot from the late 1930s to the end of service in the early 1950s. The best material is flawless 16mm Kodachrome or black & white with image quality and transfers suitable for television productions. Some 8mm color of lesser quality is included. Each scene contains a wealth of information well beyond the trolleys themselves — the old city architecture, period clothing styles, advertisements and the automobiles and buses of the day, for example.

Volume I covers Manhattan and the South Bronx, showing many crosstown and north-south routes, plus a number of sequences at Columbus Circle and other notable New York locations. We see action on many Manhattan streets and avenues, the marquees of Broadway, the 130th Street car house, snow sweeping, action around Grand Central Terminal, the Western and Eastern terminals and the Second and Third Avenue Elevateds.

Volume II features the northern Bronx and western Westchester County, including the shops at Mount Vernon. We cross the Third Avenue bridge, see snow action in the sun, view some rural lines, see horses at Jerome Avenue, and pace alongside a couple of trolleys.

Volume III covers Eastern Westchester County, especially downtown New Rochelle, showing snow sweepers in action as well as the final day of operation. This volume shows a number of terminals, along with the usual runbys on many lines, including some shots of the track being ripped up in Yonkers and Manhattan. Also presented are scenes of the trolleys being scrapped and burned. The elevateds in Manhattan, the New York Central's Putnam line, and a variety of buses, single- and double-decked, make appropriate cameo appearances.

I found the programs fascinating, based on the collateral coverage of the environment through which the trolleys ran. Trolley fans and Gotham historians undoubtedly will want all three tapes. Others could pick Volume I (for Manhattan) or Volumes II or III for the Bronx and Westchester coverage. I strongly recommend all three. — TOM KELCEC

The North Shore Line in Winter

Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; each tape 30 minutes; $24.95 each, plus $5.00 shipping for first tape, $1.00 each additional. NJ residents add 6% sales tax.

My interest in trolleys and interurbans has never been strong, probably through ignorance, but I have developed a growing interest in some operations, relative to how they fit into the geography and socio-economic fabric of their era.

This tape on one of the premier interurban lines in the U.S., was a visual and educational eye opener for me. The North Shore is perhaps most famous for its two four-car, articulated *Electroliner* train sets which, on rapid schedules, appeared to be everywhere at once, as they raced between downtown Milwaukee and Chicago's Loop at up to 85 m.p.h. on a private right of way.

The program starts with a brief text of the history of the line and equipment. Maps show the locations photographed on several lines, as well as neighboring and competing railroad lines. The locations covered range from the third rail "L" lines in Chicago, to many lineside shots under catenary, to arrivals and departures in downtown Milwaukee. In addition to *Electroliner* coverage, there are many scenes of the regular heavyweight cars.

Almost all scenes were shot with full snow cover under sunny skies. Angles vary from wedge runbys to across-the-field pans to occasional closeups of the crews and equipment. There are cameo chase scenes following North Shore cars down city streets and a "cab" ride. This is all 8mm color film, sharp, well exposed, well composed and skillfully transferred, but the images are grainy. At the very end are a few seconds of 16mm footage. All of this appears to have been taken near the end of operations in the early 1960s.

Noticing that the amateur footage was unusually well done, I was surprised (but not really) to learn that much of it was shot by "still" photographer Jim Boyd. There is no narration or dubbed sound, the audio track being very nice ragtime music. This is a nice overview of a line we have seen covered in print various places. Here, brought to life, is the how, where and why the Chicago, North Shore & Milwaukee ran, albeit towards its end of its life. — TOM KELCEC

We'd Like You To Meet

Introducing a new contributor

Andy Cummings

This past summer, I cleaned out my room and moved from my mother's house on Main Street in tiny Pine Island, Minnesota, to the closet which the housing staff at Minnesota State University — Moorhead call a "dormitory." In my room's closet, I came across a large box containing the prints I had collected from my first years of photography. Most of them had horrible composition. Having taken a photo class or two on campus, it's hard to think back to when photography consisted of pointing my camera (which I bought from my brother for the colossal sum of five dollars) at an orange and black locomotive and pressing the button. In spite of their quality, those shots took me on a trip down memory lane. I even have a shot of a DM&E train passing Tower CK in Winona, which fell in 1989, when I would have been eight years old.

My dad cultivated my interest in trains. Our house was in northwest Rochester, within earshot of the DM&E Waseca Sub. When a train horn sounded, we'd pile into his station wagon and drive to the Fifth Avenue crossing to watch the cars of grain, fertilizer and wood chips sway from side to side at ten m.p.h. Weekends found us taking pictures at places like Winona and La Crosse, Wisconsin, where Burlington Northern's River Line crossed Soo Line's. One of my most vivid memories was sitting on a stack of pallets at Nelson, Wisconsin, just having gorged on powdered donuts, and feeling as sick as a fish in a blender.

In 1996 I moved to Pine Island with my mother, who had always wanted to live in a small town, and quickly adapted to my new surroundings. If I wanted to, Dad always had room for me to stay at his house, just a few blocks from the tracks back in Rochester. In late '98, I got my driver's license and focused on shooting my hometown railroad again; my favorite hangouts became Winona and Waseca. DM&E's Powder River project increased my interest, and I became one of the few people in the area to support it. I've written a number of editorials in the Rochester *Post-Bulletin,* and have spoken to a crowd of anti-DM&E "not-in-my-back-yard" types at the Mayo Civic Center in Rochester. I'm 19 now, living in the heart of BNSF territory. But when the DM&E sees its first unit coal train, you can bet I'll be there.

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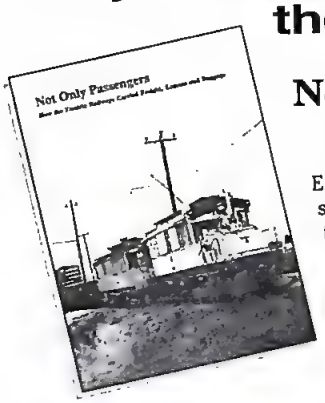

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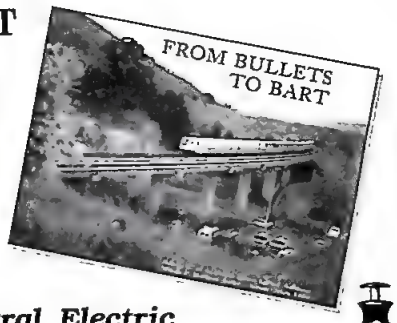

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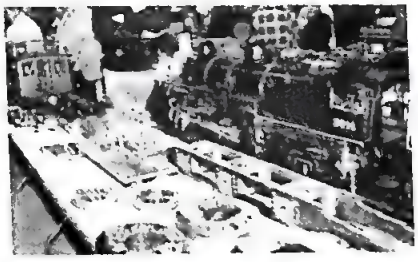

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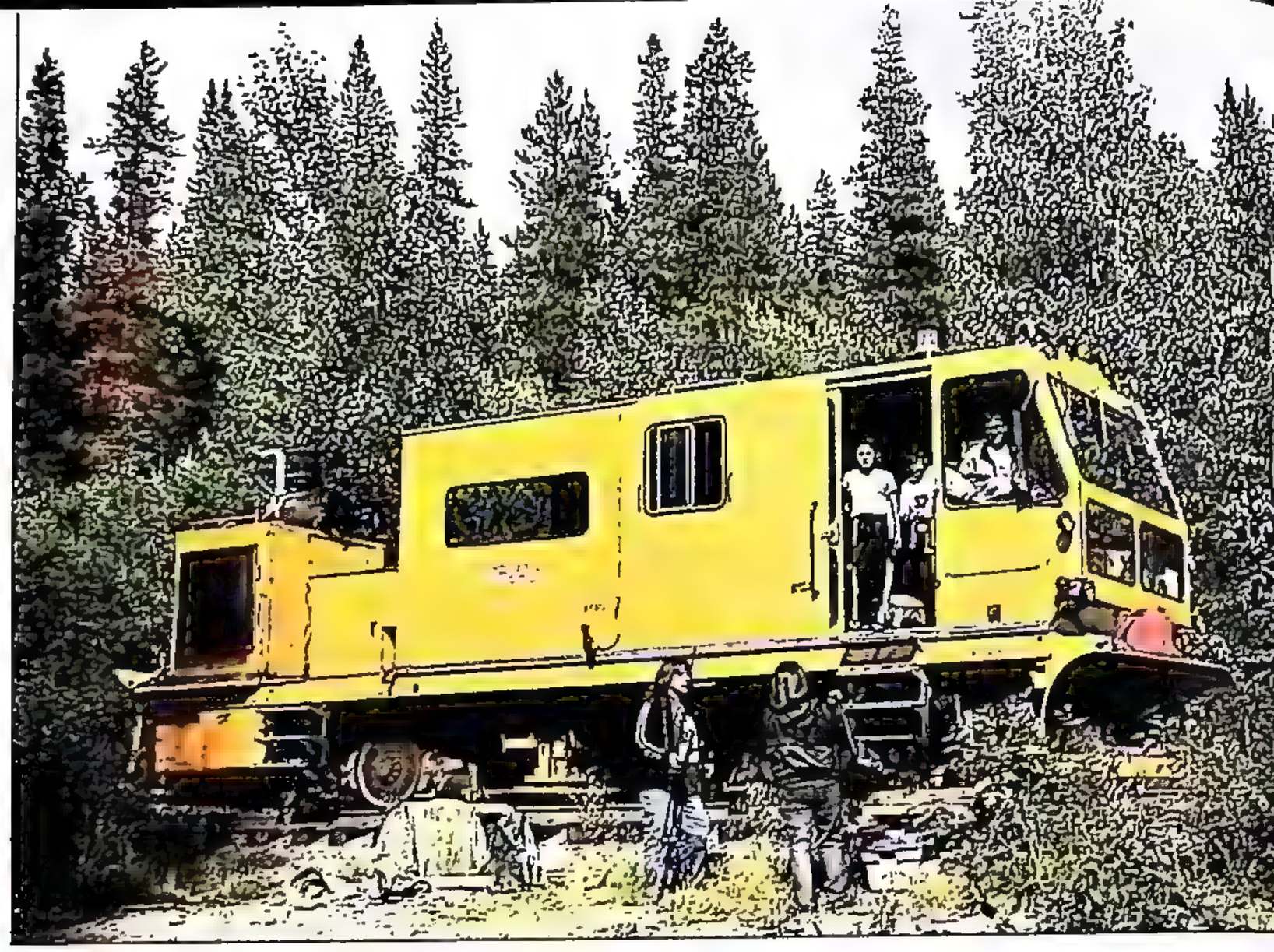

A Modern Galloping Goose

by Steven J. Brown

IN THE BACK SEAT the scanner crackled, "21, loaded." The scanner, usually used for monitoring railroad frequencies, was tuned into the British Columbia Forest Service radio channel for the dirt road we were traversing. A kilometer later we pulled over for the logging truck to go by. Kicking up a dense cloud of rock and dirt, the truck passed without slowing. Our car shook as it was engulfed in dust and pelted with rocks.

"21, loaded, and 21, empty car, I don't think it has a radio," came a call over the scanner. The log truck driver was making our presence known to the trucks behind him. We waited a few seconds for the cloud to dissipate and continued down the road. It was one of many meets with log trucks we had on the five-hour drive into the remote interior of British Columbia. I was traveling with a longtime friend, Bob Banke. We've both made the claim that we have ridden all the remote passenger services in Canada. Well, we found out about another one.

Back in the 1970s, BC Rail graded a route all the way from Prince George to Dease Lake in far northern British Columbia, near the Yukon border. The line was to eventually reach Alaska, but track was laid only on the first 300 miles. An agreement was reached with the First Nation, the native peoples whose land the line traverses, that BC Rail would provide rail transport to the Nation's peoples.

BC Rail operated a mixed freight over the line, known as the Takla Subdivision, until shutting it down in 1983. For the next nine years, residents used track speeders to get out of the wilderness. The line was reopened in 1991 when logging resumed. An outload camp was established at Lovell Cove, Milepost 197, near the north end of Takla Lake. Here, raw logs were transloaded from truck to train. Another outload camp was established at Minaret, Milepost 272. In between, at Milepost 251, is the First Nation village of Bear Lake. Bear Lake and Minaret are not accessible by road.

BC Rail operates passenger service for the locals and Northwood, Inc., between Lovell Cove and Minaret. The schedule varies, but generally they operate five to seven days a week, leaving Lovell in the morning and returning that afternoon. They use something called a UTV (utility transport vehicle). Though not essentially open to the public, Bob and I contacted Northwood, Inc,. and they agreed to let us ride.

We spent the night before in a rustic cabin at Takla Rainbow Resort, about 40

Passengers unload their belongings at Bear Lake, British Columbia (top). Sharing the cab with passengers, the operator controls the car with a joystick (below).

miles from Lovell Cove still two hours away by dirt road. In the bar, advertised as the world's most remote pub, we discussed environmental concerns with the resort's proprietors and pondered what exactly is a "UTV". Our pending excursion brought snickers from our hosts, and stories followed of the train being overcrowded with drunken locals.

We were to find out what a UTV was the next morning on arrival in Lovell Cove. The UTV was being turned when we arrived. A modified track maintenance vehicle, the UTV was up off its wheels on a stand lowered from its center. The operator, Tim, had pushed the vehicle around, centered it, and then lowered it onto the track. It was an ugly yellow monster, a modern Galloping Goose. Formerly a crane, the boom had been removed, the cab extended back, and school bus seats installed. Behind was a maintenance of way two axle cart attached by a long pole. It was soon loaded with machine parts for the logging operation at Minaret. Besides us, our fellow passengers were a half a dozen employees of the camp at Minaret and all the camp's groceries for the following week.

The BC Rail UTV crosses the high bridge over the Skeena River (above). With the car perched on its hydraulic center lift, crew and passengers spin the car at Minarets (below).

For the first 50 miles, the line is heavily wooded on both sides. Occasionally, the surrounding mountains and lakes are visible through breaks in the trees. The UTV trundles along at around 30 miles per hour over the rickety track. The two-axle vehicle rides rough, and rounding curves is rather jerky. After Milepost 250, the ride gets much more interesting. We stop at Bear Lake and pick up a dozen residents, mostly teenagers armed with fishing poles and rifles. The line is not as tree'd in now, and we're high above the Skeena River with stunning views of snow capped mountains.

The ride gets more exciting when the brakes are quickly set to allow a grizzly bear to get off the track in front of us. The passengers all clamor to get a look, as the huge bear runs up the embankment and disappears into the trees. A few minutes later we slow again, this time for a smaller black bear. After crossing a tall bridge over the river, we stop to detrain the passengers from Bear Lake. We'll pick them up again on the southbound trip. Shortly before Minaret, three loggers get off near an outpost. They are picked up by a man driving a four-wheel ATV pulling a small wooden trailer. The passengers ride off in the strange-looking contraption as we continue a few more miles to the last stop.

Minaret is a smaller version of the logging camp at Lovell Cove. The groceries and parts are quickly unloaded, and after a short break, the UTV is turned around again. Three Northwood employees on their way home from weeks in the wilderness get aboard, and we head south. It's almost 7:00 when we get back to Lovell Cove. After a quick bite in the logging camp cafeteria, we begin a five hour drive to Prince George.

PHOTOGRAPHY BY STEVEN J. BROWN

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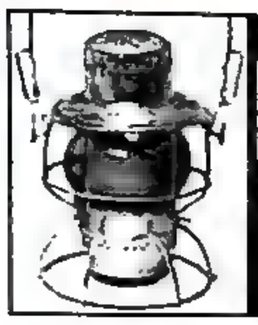

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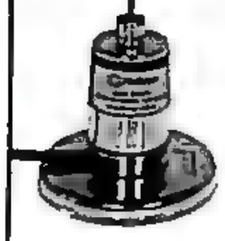

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The ***2001 All Pennsy Calendar*** from Audio Visual Designs features twelve large, well-reproduced photographs of PRR steam, diesel and electric power at work. Eleven images are in b&w, while one is in color. Subjects include a T1 in Ohio, A-B-A E7s on Horseshoe Curve, a Decapod shoving hoppers onto the Sodus Point ore dock and a brand-new GG1 at Washington Union Station. The large, 16"×22" calendar costs $12.20 postpaid from Audio Visual Designs, P.O. Box 977, Herkimer, N.Y. 13350-0977 or *avd@borg.com*. New York residents add 8% sales tax.

The ***2001 C&NWHS Calendar*** features 13 color photographs of the Chicago & North Western and its predecessors. The only steam image is 0-6-0 2184 at Appleton, Wisconsin, but diesels pictured range from a CGW NW2 and a CStPM&O H16-66, up through Geeps, EMD Dash 2s and GE Dash 9s. The calendar folds out to 11"×17" and reproduction is very good. It's available from the C&NW Historical Society, CNWHS-R, 309 22nd St. NE, Cedar Rapids, IA 52402 or *www.cnwhs.org*. The price is $9.00 each, plus $2.00 shipping. Illinois residents add 6.75% sales tax.

The ***2001 Western Pennsylvania Trolley Calendar*** is the first full-color offering from the Pennsylvania Trolley Museum. The calendar folds out to 11"×17" and features 13 scenes of Pittsburgh Railways, West Penn Railways, Johnstown Traction Company, and current Patco operations. It costs $10.00 plus $3.20 shipping; Pennsylvania residents add 6% sales tax. Order from Pennsylvania Trolley Museum, 1 Museum Rd., Washington, PA 15301-6133; *www.pa-trolley.org*.

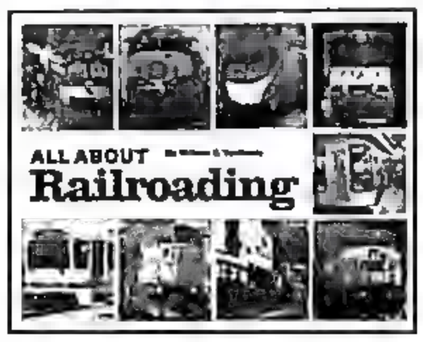
Railroads of Montana 2001 folds out to 11"×17" and features 13 large full-color images of, well, the railroads of Montana, photographed by Dale Jones. Subjects include Dakota, Missouri Valley & Western ex-C&NW GP35s; Union Pacific's *Butte Special;* Morrison Knudsen former C636 demonstrator 5403 on a stone train; and an MRL F45 on a three-car *Safety Special* at Billings. Each month features a smaller photo in addition to the large main image, and important dates in Montana railroad history are noted in the date blocks. The calendar winds up with a two-page feature on the railroads of Anaconda. It's available for $12.95 including postage and handling, from Dale Jones Photography, P.O. Box 1835, Kalispell, Montana 59903-1835.

The ***Nickel Plate Road Historical & Technical Society 2001 Calendar*** includes the history of corporate affiliate Wheeling & Lake Erie from 1949-1964, and the Detroit & Toledo Shore Line. The 8½"×11" format calendar features 14 large b&w photos and a color cover. Included are a variety of subjects such as an 1895 shot of a 4-4-0 crossing a wooden trestle, a Ten-Wheeler on a Sandusky local in 1936, PAs, an early Berkshire in 1939, a W&LE Mountain, a W&LE steel caboose, and many other steam and diesel subjects. This calendar proves that there was more to the NKP than just Berkshires. It's available for $6.75 to members or $8.50 to nonmembers from NKPHTS, Inc., PO Box 381, New Haven, IN, 46774-0381, *http://nkphts.org*.

BOOK REVIEWS

All About Railroading

by William C. Vantuono, from Simmons-Boardman Books, 1809 Capitol Avenue, Omaha, NE 68102; *www. transalert.com;* 100 8½"×11" pages; $26.95 plus $7.15 shipping.



There are enough talented photographers in our hobby to turn out a steady stream of new books filled with beautiful imagery of railroading. But it's been quite a while since anybody did the kind of book that offers a sweeping look at today's railroads and explains the very nuts and bolts and everything else that makes it all work. As the editor of *Railway Age* magazine, Bill Vantuono seems the perfect person to fill this niche. Both in the office

The Dixie Line
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and out in the [illegible] attention is constantly focused on the newest motive power and cars being delivered, the latest signal and dispatching systems, and the next wave of technological wonders that wait just around the corner.

Like me, Vantuono has two children who are eager to learn all they can about trains. So it's not surprising that he wrote this book to be what he calls "the young adult's guide to today's railroad industry," geared to ages twelve and up. It's just as enjoyable for younger kids who are ready to make the jump up from *Thomas the Tank Engine.*

Intelligently written chapters dealing with infrastructure, motive power, cars, operations, personnel, maintenance and other aspects of railroading are illustrated with more than 200 color photos and diagrams. We're shown the inner workings of several different locomotives and freight cars, right down to the trucks, air brake systems, and roller bearings. Vantuono even includes recent developments like Johnstown America's FleXibeam flat car and Greenbrier's Auto-Max vehicle carrier.

Nearly a third of *All About Railroading* covers the multi-faceted passenger scene, from Amtrak and high-speed rail to the resurgence of commuter, rapid transit and light rail services. There's also mention of steam preservation, with pictures of 844 and 3985 doubleheading on a UP excursion, Milwaukee Road 261 leading freight out of Steamtown and Santa Fe 3751 meeting an Amtrak F59PHI.

Many chapters include introductions by railroad officials, who provide an insider's commentary on various subjects. The executive vice president-operations for CSX discusses freight operations, the president of Wisconsin Central explains how "small railroads are the industry's lifeblood," BNSF's vice president-engineering & mechanical points out the many advances in today's locomotives, and so on. Copper Basin Railway president Lowell "Jake" Jacobson sums up the purpose of the book best, telling of his boyhoood fascination with trains and inviting today's young railfans to read, learn, and become the driving force behind tomorrow's railroads.

Wrapping things up are a six-page glossary of railroad terms and a list of the websites for many of North America's railroads, transit agencies, industry and labor organizations, and suppliers. Vantuono can be forgiven his minor error in defining a ruling grade as "the steepest grade on a railroad," since every railran magazine and a number of books and videos have all made the same mistake. Case in point: my NS track profiles show the steepest grade on Saluda Mountain is a short stretch of 4.8% exactly half way between Melrose and Saluda, but with the areas of 4.3%, 4.1%, and 3.7% that also lie between those stations, NS calculates the ruling grade at 4.7%.

I've already learned plenty after reading *All About Railroading*. Younger railfans will learn even more. – *BRUCE KELLY*

MAGAZINE REVIEWS

Railroad Explorer

From Railroad Explorer, P.O. Box 248, Goffstown, NH 03045; single copy $8.95, one year subscription (three issues) $26.00.

There are no magazines on the market that exclusively feature railroad photography — that is, until now. Noted New England photographer Mike Confalone has started a new magazine called *Railroad Explorer.* Inside the heavy stock covers, you'll find photography and only photography — no news, no "turn here, go there" articles. The magazine focuses on the northeastern United States and southeastern Canada. The photos are all presented with extended captions, however, that let you inside the mind of the featured photographers.

Railroad Explorer is printed on heavy gloss paper, making it more of a "mini-book" than a magazine. The photo selection is quite good, although you won't find much along the lines of avant garde photography. It's straightforward rail photography of the highest quality. Among its 40 pages (counting the covers) there are four pages featuring black & white photography — not color originals converted to b&w, but honest-to-goodness b&w's — and these pages were run on a color press to give the ultimate in tonal range.

Don't be frightened by the magazine's cover price of $8.95 — at 40 pages, the cost per page stacks up well with softcover all-color books. The magazine will be issued three times a year, with each issue featuring a seasonal theme (winter, spring/summer and autumn). If you enjoy railroad photography, you'll enjoy this magazine. — *S.B.*

On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Hawaiian Steam Returns to Kauai

DURING THE LAST WEEK of June 2000, two 30" gauge Hawaiian steam locomotives operated over newly-laid track on the island of Kauai during the filming of Disney's *To End All Wars*, based on the recollections of a captured prisoner of war in Singapore during World War II. In the film, a true story, four POW's are used by their Japanese captors to construct the Burma-Siam Railway through the Burmese jungle.

For the railway scenes, the producers turned to the Grove Farm Museum of Puhi, Kauai, Hawaii which rosters four 30" gauge steam locomotives rescued at the end of Hawaiian sugar operations. Currently three locomotives are serviceable, and two were used during filming. Although the engines were restored during the early 1980s for a proposed operation on the museum grounds, Grove Farm has no track, and they are stored in a warehouse. Until now, few railfans have been aware of their existence.

One locomotive, the *Wainiha*, is a Baldwin 0-6-2T built for the Kauai Railway in 1921. An oil-burner, it was later bought by the McBryde Sugar Company and used until operations ended in the mid 1940s, then acquired by the Grove Farm Museum.

The other engine, the *Paulo*, is a wood-burning 2-4-0T that was built by the Maschimenfabrik Hohenzollen works of Germany in 1887. This little engine, which has a distinctive European look, was shipped to the island by sailing ship in 1888 and worked for her owner, the Koloa Plantation Company, until retired in 1920.

Grove Farm's third operational steamer, former Grove Farm Company Ltd. 0-6-2T No. 3, the *Kaipu*, was not used during the filming, nor was the non-operable Baldwin 0-6-2T *Wiahiawa*. For the movie shoot, several cane cars were dressed up to look like the cars used by the Japanese, and roughly 1500 feet of track was laid on the actual roadbed of an old cane line in a jungle area near Koloa. The 70 lb. rail was borrowed from the Hawaiian Rail Society from the nearby island of Oahu, and at the conclusion of the filming was returned, along with a large quantity of ties. A crew of three from the museum manned and operated the trains during the shoot.

The successful steaming of the *Paulo* and *Wainiha* has hopes renewed that Grove Farm will eventually establish a permanent, working steam railroad exhibit at the museum. Prior to Hurricane Iniki in 1993, the *Paulo* steamed once a month over 300 feet of track that was laid at the warehouse where the equipment is stored. Unfortunately, the track was damaged during the storm and the event has not been repeated. Look for *To End All Wars* in theaters next year.

Displaced Canadian F7A

Former Canadian National F7A No.9157 has found a new home at the Age of Steam Railroad Museum in Dallas, Texas. The unit, built in 1952, was purchased from National Railway Equipment of Dixmoor, Illinois. According to the museum, the F7A "represents the missing link . . . between the reign of the steam locomotive and modern day Amtrak trains." The F-unit will eventually be used to recreate a 1950s era streamliner using passenger equipment from the museum collection. No.9157 joins other recently acquired diesels at Age of Steam, including former AT&SF FP45 No.97 and a former War Department Alco RSD1 donated by TXI, Inc.

Rio Grande Southern

Readers of this column are aware that the Galloping Goose Historical Society of Dolores, Colorado, has replicated the original Rio Grande Southern depot in town and fully restored and operates former RGS "Galloping Goose" No.5. The next obvious step is to recreate the Rio Grande Southern Railroad, or at least a portion of it, for the goose to run on (until now, the society has had to truck No.5 to Durango or Chama to operate). The group has long-term plans to lay ten miles of track from Dolores up the canyon to Line Camp following the general route of the original RGS. To this end, the Society has received a donation of rail and related track supplies from the Rocky Mountain Arsenal near Denver. To be exact, enough materials to relay 15 miles of track were given to the society and transported to Dolores with the help of the National Guard's 423rd Transportation Company of Fort Carson, Colorado. The Society has roughly 300 feet of track, running from the Dolores depot museum, to the Town Hall and Library, to Fourth Street. The very busy Railroad Avenue (Colorado State Highway 145) prevented the group from laying track on the original RGS roadbed. The rails were laid before the July 7, 2000, centennial of Dolores, to provide Goose No.5 with a place to run during the festivities. Thanks to Stan Jennings.

Nevada Northern acquisitions

The Ely, Nevada-based tourist railroad and museum has acquired a large quantity of equipment from former tenant BHP Nevada Railroad, which for the past five years hauled copper concentrate over part of the original Nevada Northern line from their mill near Ruth to the Union Pacific (former Western Pacific) interchange at Shafter, Nevada. When the mill closed in June 1999, BHP Nevada shut down, too, and their equipment was placed in storage.

As part of the settlement for breaking

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their lease, BHP Nevada turned over all its equipment to the Nevada Northern Railway Museum in May 2000. This includes five former Southern Pacific SD9s that BHP had acquired for road train service. These units, numbered BHP 201-205, are operational with the exception of the No.201, which has been cannibalized for parts. Nos.204 and 205 were repainted into the BHP yellow/blue scheme, but the other three remain in SP scarlet and gray. The museum intends to keep the nicest of the lot, SD9 No. 204 (built as SP 5468 in February, 1956) and will offer the other units for sale.

Also included in the settlement were two former Santa Maria Valley GE 70-tonners, which were used in switching service at East Ely and will be retained by the museum. They still wear their SMV colors of yellow and green, and were built in 1950 and 1952 as SMV Nos.30 and 40. Currently, only the former No.30 is operational, with the No.40 down with a broken crankshaft.

The fourth former BHP Nevada unit that will be retained by the museum is Alco RS3 No.13, acquired by BHP from the San Manuel Arizona Railroad. Still wearing SMARRCO colors, the 1951-built unit is fully operable and was used by BHP in switching service.

Other items included in the settlement were several pieces of rolling stock; much of which will be sold or disposed of (especially the mangled ex-UP flat car which, you may remember, crashed into Nevada Northern's 2-8-0 No.93 back in June 1995) Several modern hi-rail trucks will be retained, however, along with some ex-Wisconsin & Southern ballast hoppers.

Also new to the Nevada Northern are two former U.S. Army Alco MRS1s, Nos. B2080 and B2081 (the "B" suffix designates that the units are equipped with steam heating equipment for passenger service). Nevada senator Richard Bryan assisted the museum in securing the their donation; previously the units were stored at the Tooele Army Depot in Utah. The Union Pacific delivered them to Shafter in mid-August, and an NN diesel hauled them to the East Ely shops. Both are reportedly in good mechanical condition. The Nevada Northern operates steam and diesel powered excursions from the East Ely depot weekends during the summer months.

CN 2141 Group Receives Grants

The 2141 Steam Locomotive Restoration Society of Kamloops, British Columbia, has been awarded three grants totaling $113,000 which will be used towards returning former Canadian National 2-8-0 No. 2141 to active service. The grants include $58,000 from the Canada Millennium Partnership, $30,000 from the City of Kamloops, and $25,000 from the British Columbia Gaming Commission.

No. 2141 was built by the Canadian Locomotive Company for the Canadian Northern Railway in 1912. It has been displayed at Riverside Park in Kamloops since 1961, and has been undergoing restoration in relative obscurity since 1993. Currently work is being undertaken outdoors at the display site. The public is invited to view the engine's progress every Saturday during work sessions. — *Railway Museum Quarterly*

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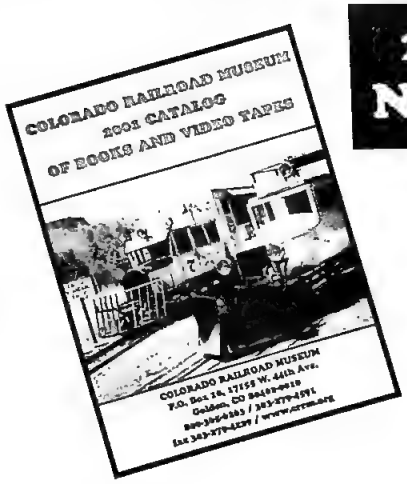
Colorado Railroad Museum



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Amtrak

NEW IMAGE DIESELS: Amtrak accepted Genesis P42-9DC No.123, the first of 85 General Electric diesels featuring the new Amtrak logo and paint scheme, at the Chicago Maintenance Facility on November 2nd. On November 7th, the new unit pulled an Acela consist from Washington, D.C. to the Southeast High Speed Rail Conference in Richmond, Virginia, before starting a nationwide tour to publicize the new image.

BNSF/CN

CAN'T MERGE? NOT A PROBLEM! The Burlington Northern & Santa Fe and Canadian National have initiated seamless RoadRailer service between Canada's most populous corridor and the American Pacific Southwest. The new arrangement extends CN's Montreal-Toronto-Chicago RoadRailer service for general merchandise to Arizona and California over BNSF from Chicago. At the same time, BNSF's refrigerated Ice Cold Express service for shippers of fruits and vegetables out of the southwest now continues east to Toronto and Montreal over CN. The railroads share the Harvey Terminal in Chicago, eliminating the cross-town highway movement of trailers.

The two roads are also providing new seamless service in Illinois and Iowa for agricultural products. CN will provide haulage service for BNSF between East Dubuque, Illinois, and Cedar Rapids, Iowa, and BNSF will provide haulage service for CN between East Dubuque, Peoria and Centralia, Illinois. CN's Iowa unit trains can now move via Galesburg, Illinois, on BNSF instead of CN's longer route through Chicago. Customers in BNSF's grain-producing areas have single-line service to processors in eastern Iowa, who now have access to various destination markets served by BNSF.

Wisconsin Central

BURKHARDT PROXY FIGHT: Former Wisconsin Central president Ed Burkhardt has filed a plan with the Securities and Exchange Commission to regain control of the company, setting the stage for a proxy fight that could signal the demise of the regional giant.

During the 1990s, WCLX was known for its high-flying stock, trading at well over $40.00 a share. On the October 20th filing date, Wisconsin Central stock inched up twelve cents to close at $10.75. The Wisconsin Central Committee to Maximize Shareholder Value currently has 7.2% ownership, mostly Burkhardt's personal holdings of 7.14%. The committee will ask shareholders to vote out the current board, sell off foreign investments, and sell the railroad's North American operations. Wisconsin Central currently holds minority stakes in formerly government-run railroads in Great Britain, New Zealand and Australia. "They're a disaster, every one of them," according to Burkhardt. Sale of the railroad would depend upon whether the shareholders would benefit, Burkhardt said, adding that he would seek a buyer willing to run Wisconsin Central as an independent railroad. There has been speculation that Canadian National might buy WCL, which moves CN trains between Superior, Wisconsin, and Chicago under a long-term haulage agreement. Last February, Wisconsin Central's largest shareholder, Southeastern Asset Management of Memphis, Tennessee, controlling 16.08% of Wisconsin Central shares, filed documents indicating it might hold talks with third parties to explore ways of increasing the value of Wisconsin Central stock. Other large WC shareholders include the State of Wisconsin Investment Board, with 5.58%, and Microsoft Corp. founder Bill Gates holding 7.32%.

At the Wisconsin Central annual meeting in May, unhappy shareholders leveled criticism at current management and then gave Burkhardt — who had been sitting quietly in the back of the room — an impromptu standing ovation. If the replacement board is approved, 62-year-old Burkhardt would be named CEO.

Wisconsin Central encouraged shareholders to reject the "reckless" and "naive" proxy fight. WC defended its record since Burkhardt's dismissal and criticized his plans to split up the company in an effort to boost the stock price.

Union Pacific

MOFFAT LINE NEAR CAPACITY: At an October meeting with officials of Eagle County, Colorado, Union Pacific claimed that due to traffic density, limited passing siding capacity, delays from clearing Moffat Tunnel of exhaust and double stack clearance issues on the Moffat line, the railroad may eventually need to reopen its Tennessee Pass route to through traffic.

The meeting was held to explore the possibility of the county's using the former Rio Grande right of way as part of a hiking and biking trail system, or for possible future commuter train service. The railroad stated that liability issues would have to be addressed before it would consider granting an easement for alternative uses of the line.

In early November, UP ran a train of empty gondolas over Tennessee Pass from Grand Junction to Malta to pick up scrap and extra track material along the right of way, the first train over the line in years.

Southern Tier retrenchment

ERIE LINE SALE? In early November, Norfolk Southern rerouted its remaining through freights off the former Erie Southern Tier route between Binghamton, New York, and the New York terminal. Intermodal 25K now traverses the Penn Route, while manifests 46G and 47G run via Canadian Pacific (D&H) between Binghamton and Scranton (Dupont Junction), Pennsylvania; Reading & Northern to Lehighton; and then over the NS Lehigh Line to Allentown and on east to North Jersey. Metro-North has investigated purchasing the Southern Tier from Suffern, New York, west to Binghamton, while Canadian Pacific, which has trackage rights over the line from Binghamton to Buffalo, has long expressed interest in acquiring the western portion.

Meanwhile, New York, Susquehanna & Western's main line renaissance as an alternative to Conrail is coming to an end. Starting on April 1, 2001, the sole remaining Susquehanna double stack train, CSX Q271, currently routed west of Little Ferry, N.J. via NYS&W and trackage rights over the Southern Tier from Campbell Hall, New York, to Binghamton, will use an all-CSX route. With both CSX and Norfolk Southern providing direct access to terminals in northern New Jersey, Susquehanna's route is no longer viable.

Susquehanna/Vermont Rail System

UNLIKELY ALLIANCE: Officials from NYS&W and Vermont Rail System toured VRS properties in Vermont aboard the NYS&W business train on November 2, 2000. At the same time, VRS tested a Susquehanna SD70M in freight service on the Green Mountain. On November 9th, the two roads announced a strategic alliance under which they will share equipment and facilities as conditions warrant. If their performance compares favorably with the SD9043MAC's tested on the Green Mountain last summer, the NYS&W SD70M's may move north, and Green Mountain's North Walpole, Vermont, shops may be used to maintain Susquehanna rolling stock. See **page 29**.

Columbus & Greenville

25th ANNIVERSARY: The Columbus & Greenville Railway celebrated the 25th anniversary of its acquisition of Illinois Central Gulf's former Columbus & Greenville trackage with a ceremony at Heathman, Mississippi, on October 18, 2000. To mark the occasion, GP38 2785 has been renumbered 2000 and painted in a special silver and green anniversary livery (see **page 28**).

C&G president Roger Bell and Canadian National president Paul Tellier used the opportunity to announce a joint $2.4 million track rehabilitation project which will enable C&G to handle 286,000 lb. loaded grain cars from the CN connection at Greenwood, Mississippi, to Heathman, home of Delta Western Feed Mills, C&G's largest customer. Delta Western has agreed to route a substantial portion of its inbound grain over CN and C&G for ten years.

The track improvements will enable Delta Western and other C&G shippers to use CN "Efficiency Train" unit grain trains. Efficiency trains provide incentives to load, move and unload grain within certain time limits in the interest of high equipment utilization. CN and C&G expect to move up to 2000 carloads of grain to Delta Western feed mills each year after the line improvements are finished.

For a complete history of the Columbus & Greenville, see "Resurrection on the Delta" by Louis R. Saillard in the November 1999 RAILFAN & RAILROAD.

MARK SUBLETTE

Amtrak's new image

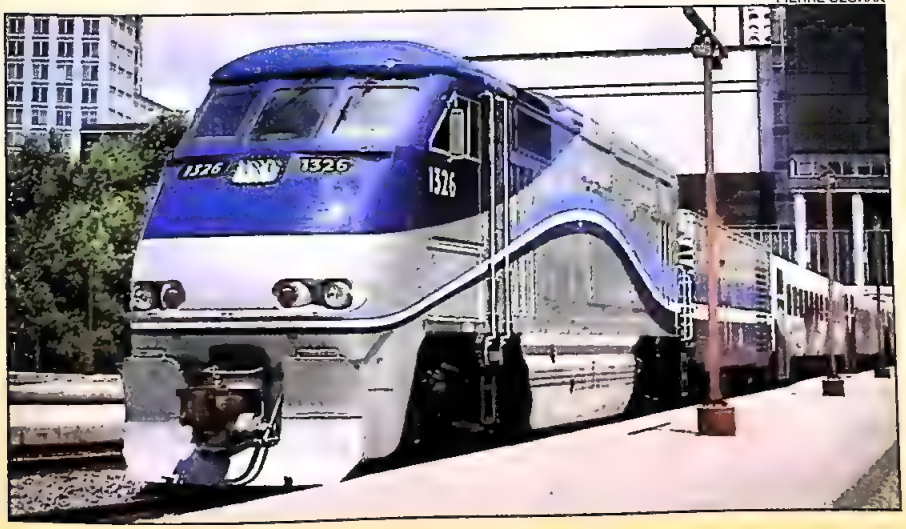
New Genesis P42-9DC 123 is the first of 85 units to be delivered in Amtrak's new image paint scheme (above). The unit is shown at Ivy City yard in Washington, D.C. on November 6th before taking an Acela trainset to the Southeast High Speed Rail Conference in Richmond, Virginia the following day.

KERMIT GEARY, JR.

Reborn Baldwin

Former U.S. Navy S12 65-00372 has been acquired by SMS Rail Services from the Smokey Hill Railway Historical Society of Belton, Missouri. Completely rebuilt at the railroad's shops, the unit posed for its official portrait wearing an original Baldwin banner on October 28, 2000 (right).

PIERRE OZORAK



New power for AMT

Agence Metropolitaine de Transport has received seven GMD F59PHIs (Nos. 1320-1326) to replace its fleet of 50-year-old ex-Canadian Pacific FP7s in Montreal commuter service. In July, new F59PH 1326 was assigned to the Riverain tourist train at Montreal's Windsor Station (left). Via Rail Canada has also ordered seven F59PHIs.

Railnews

This month's top stories and photos

MIKE RAYMOND

C&TS season finale

On October 20-21, 2000, the Friends of the C&TS sponsored a round-trip photo freight from Chama to Antonito and return. Mikado 489 led the return trip past MP 289, beteween Antonito and Sublette, on the 21st (left). On Monday, October 23rd, Nos. 489 and 497 powered a deadhead move of passenger equipment from Chama to Cumbres Pass. At Cumbres, Mikado 487 took over, forwarding the train to Antonito for winter storage.

Soo Pacific steams

On the weekend of September 9-10, 2000, Soo Line 2719 ran on five excursions between Spooner, Trego, and Springbrook, Wisconsin to celebrate Spooner Railroad Days. The Pacific was running on the Wisconsin Great Northern south of Trego on September 10th (below).

STEVE SMEDLEY

Anniversary Geep

Columbus & Greenville GP38 2785 was renumbered 2000 and painted in a commemorative silver and green anniversary scheme to celebrate the company's 25th year of operating Illinois Central Gulf's former Columbus & Greenville trackage across Mississippi (right). See story on page 26.

LOUIS R. SAILLARD

JIM SHAUGNESSY

SD70M tests

Vermont Railway System tested NYS&W SD70M 4054 on the Green Mountain Railroad in early November to compare its performance with the CEFX SD9043MAC's which were evaluated last summer. The big unit led train 263's mixed VRS power near Ludlow, Vermont on November 2nd (left). Concurrently, a two-car Susquehanna inspection train powered by NYS&W B40-8 4004 toured GMRC between Bellows Falls and Rutland. See story on page 26.

JOE GREENSTEIN

Metro-North foliage trip

Metro-North hosted a fall foliage special for the New York Division of the Electric Railroaders' Association on October 21, 2000, powered by ConnDOT FL9s 2006 and 2024. The excursion traveled the entire Hudson and Harlem lines through peak autumn colors. The units lead the southbound special out of the Garrison, New York, tunnel, a rare sight since MN Hudson line push-pull trains always have the locomotives on the north end (right).

BRADLEY McCLELLAND

Lightning Striped GE

The first of Finger Lakes Railway's three former Conrail B23-7s to be repainted features an interesting adaptation of the road's New York Central-inspired lightning stripe scheme. Working in Geneva, New York, on October 18th, FGLX 2301 is former Conrail 1979. (left).

Dakota Minnesota & Eastern

The First Hundred Miles

by Andy Cummings

ROGER BEE

BURIED BENEATH the bushes and undergrowth squeezed between the ubiquitous corn and soybean fields of southeastern Minnesota are the scattered remains of an intricate transportation system. Over the years, the important main lines have been upgraded and turned into racetracks for AC locomotives and intermodal flats. The smaller lines, which depended on local traffic, were gradually downgraded and abandoned, as running trains on them became all but impossible.

But one smaller line remains in service and, in fact, often handles freight trains exceeding 100 cars. Currently, the Dakota Minnesota & Eastern's Waseca Subdivision between Waseca and Winona usually sees fewer than four through trains a day, but Powder River coal may come to the rescue of this too-long-neglected prairie trunk line.

The Early Years; the Winona & St. Peter

Winona was established on the Mississippi River in the territory of Minnesota in 1851. City founder Orrin Smith picked an excellent spot, where the river's flood plain was wide, and almost perfect for a riverboat landing.

The future looked bright for the city in 1856, when the Winona *Republican* wrote that "our town has increased so rapidly that it has given confidence to capitalists and businessmen who are daily arriving and settling among us, and investing their money to the benefit of our place as well as themselves. Men of talent and energy are in our midst, and are still coming."

Elsewhere in the country, the railroads were building and expanding, revolutionizing transportation across the entire continent. Winona realized that being the eastern terminus of a railroad tapping the rich farm fields of southern Minnesota would be invaluable, if the city was destined to become as prosperous as its residents hoped.

At the urging of area lobbyists, Congress approved a land grant for a railroad that would stretch from Winona to the Minnesota River at St. Peter. The railroad was chartered as the Transit Railroad Company, and a right-of-way was graded 50 miles west to Rochester in 1859. However, a nationwide depression followed by the onset of the Civil War prevented the actual laying of track. In 1861, after Winona businessmen had put together the capital necessary for the project, they started a new company called the Winona and St. Peter.

The land grant mandated that the W&SP be completed to Stockton, eight miles west of Winona, by the last day of 1862. The line was completed early, despite a challenge from one

landowner near Minnesota City, and on December 9, 1862, the first train ran between Winona and Stockton. Winona's mayor called the event "the most important event in the history of the city." Rochester was founded in 1858, the same year Minnesota became a state. By then, the city's population had reached 1500. It was linked to the W&SP system in 1864, and passenger service began to Rochester on October 10th of that year. The next goal was the city of Owatonna, where the W&SP would connect with the Minnesota Central. Building south from St. Paul, the MC was racing to beat the W&SP, and they did . . . by four days. The crossing of the two new roads was built on August 21, 1866. The W&SP constructed a five-stall roundhouse at Owatonna but, soon after, the new roundhouse was destroyed by a storm.

Thirteen miles west of Owatonna was Clear Lake in Waseca County, which would soon witness the construction of the city of Waseca. The W&SP arrived before winter set in. By this time, the W&SP was the longest railroad in the state of Minnesota, and was the pride of the communities it served.

Chicago & North Western steals the show

The cost of building the railroad was very high, and the Winona businessmen who had invested their money in the railroad initially were eager to cash in their stock. The northwest finger of the Chicago & North Western, the Chicago, St. Paul, Minneapolis & Omaha, was reaching towards the Twin Cities by this point. Eager to acquire properties in the area, the C&NW began buying stock in the W&SP soon after construction began.

By the end of the Civil War, C&NW had collected the majority of W&SP stock, and took over its operations on November 1, 1867. C&NW saw little reason to maintain a system isolated from its own, however, and soon decided to connect Winona to the existing system. Construction was started on the new "Eastern Connection," and much progress was made over the winter of 1868.

Work on the C&NW bridge over the Mississippi at Winona experienced several setbacks. After many pilings had been driven and significant progress had been made, C&NW management decided to relocate the bridge slightly downstream. The pilings that had been driven were pulled out and were reused at the new

SD40-2 6386 leads a pair of SD10s in a rare matched set of DM&E power on an eastbound grain train at Utica, Minnesota on October 8, 1991. None of the units in this photograph remain on the roster.

location. Then, in mid-summer 1869, crews working on the new bridge left town. C&NW seemed to be faltering on its decision to complete the Eastern Connection.

In March of 1870, construction resumed on the bridge, precipitated by Milwaukee Road puppet St. Paul & Chicago building a railroad down the west side of the Mississippi from St. Paul. They, too, hoped to bridge the river at Winona, and if there was already a bridge in place, they would be eager to use it.

This arrangement left La Crosse, Wisconsin out of the picture, however. Winona seems to have had a rivalry going with La Crosse, as is illustrated in a May 6, 1870 article in the Winona *Republican* which made several references to progress on the Eastern Connection, and finished with this paragraph:

"We give these cheerful little items for the benefit of our readers generally, and particularly for the La Crosse papers that have been so fond of hugging to their bosoms the dear delusion that the 'Cut-off' was several feet under water. Ah, gentlemen, the thing's a bird, and you'll find, when too late, that it soars to a sphere of which you are destined to remain in deplorable ignorance. Good-bye!"

Construction on the Eastern Connection continued, and it met the Milwaukee Road north of La Crosse in September of 1870. This route would eventually be expanded to connect with the Omaha Road main line at Elroy, Wisconsin.

The swing bridge at Winona connecting the W&SP and the Eastern Connection was finished at the end of May 1871. Many of the locals turned out to watch a disaster unfold as the first train made its way across the bridge. The bridge timbers spread out, and it seemed to sink into the muddy waters of the Mississippi. Although nobody was killed, the train went careening down into the river, along with much of the bridge in which C&NW had invested so much time and money. The bridge would not be back in service until January 13, 1872.

Waseca's small yard gained a great deal of importance in 1877 when the Minneapolis & St. Louis arrived in town, building south from the Twin Cities. The yard was expanded, and a good deal of interchange traffic came off the "Peoria Gateway."

Winona & St. Peter's practice had been to build small roundhouses all along the system, rather than a few large ones. This practice was considered wasteful by the C&NW, and Waseca soon found itself the maintenance base for the area. Its large yard was expanded to accommodate a new six-stall roundhouse replacing the original four-stall structure in 1881. Meanwhile, the North Western continued its westward expansion, still under the W&SP name. The system reached its goal of St. Peter in 1870. The C&NW found more territory worth serving, however, and Watertown, South Dakota, became the new goal, being reached in 1873.

C&NW's monopolistic practices compelled the same people who founded the Winona & St. Peter to once again try their hand at railroading. In 1872, they formed the Winona & Southwestern in an attempt to launch fair competition with the North Western. Unfortunately, the "easy" route out of the Mississippi

ROGER BEE

SD40-3 6050 leads eastbound tonnage through Eyota, Minnesota on February 8, 1998.

ROGER BEE

Three Chicago & North Western RS3s drag a westbound freight up Byron Hill on December 15, 1973. The line from Waseca to Rapid City was home to C&NW's Alco fleet until a 1980 influx of ex-Rock Island GP7s enabled the weary 244-powered units to be retired, while the newer Alcos moved north.

Valley was already occupied by the C&NW, and the alternatives were all painfully expensive. The W&SW route included grades over four per cent, two horseshoe curves, a switchback, and two giant trestles exiting the Mississippi Valley between Rollingstone and Altura. The W&SP soon discovered that all the towns worth serving were along the C&NW.

The W&SW was a miserable failure, and would eventually be folded into the Chicago Great Western, although it did satisfy one real need; in 1899, a branch was built from Simpson to Rochester, providing competition with the North Western. It seemed in that city, where the C&NW enjoyed a monopoly, railroad customers were paying substantially more for transportation to Chicago than were those in Owatonna, Waseca or Mankato, all farther from Chicago.

Rochester pushed hard for more rail service. Its merchants sued, and their case, Blake vs. Winona & St. Peter, went all the way to the U.S. Supreme Court. They also pushed for additional C&NW service. Rochester businessmen wanted a line to the state capital at St. Paul, and construction in fact began in 1878. It ended, though, barely 20 miles north of Rochester, at an interchange with the Minnesota Midland, later the Milwaukee Road, at Zumbrota.

Rochester also lobbied hard for the Duluth, Red Wing & Southern to reach the city in 1888. Building southward from Red Wing, 45 miles north of Rochester on the Mississippi, the DRW&S never made it past Zumbrota, either. Not until 1901, under Chicago Great Western control, was the DRW&S was extended south to compete with the C&NW. It seems ironic that Rochester pushed so hard for improved rail service back then, and now so vehemently opposes the the proposed DM&E upgrade.

On a cold Minnesota day, a grain train led by former C&NW SD9s 6611 and 6601 and a pair of former Milwaukee Road SD10s slowly heads east through downtown Lewiston on January 8, 1987.

ROGER BEE

The North Western Years and the Alco Line

The original W&SP line to Watertown eventually became secondary to the new North Western line, which broke off at Tracy, Minnesota. It reached the South Dakota capital of Pierre, and in

ROGER BEE

An eastbound C&NW freight powered by three clean ex-Precision National SD24Ms kicks up the snow as it glides through Kasson, Minnesota on a frigid January 29, 1986.

1906-1907 was extended to Rapid City. The Winona-Waseca segment handled eastbound traffic from the original W&SP line, as well from Rapid City. Passenger service to Pierre was provided by the *Minnesota 400s*, named for C&NW's 400 minute time between the Twin Cities and Chicago.

The line was an important feeder to the C&NW for many years. Branch lines were built north and south to tap more towns than could be reached by the trunk line alone. In the 1960s, the line began to lose importance. It seemed pointless to maintain both the Rapid City-Winona line and the Omaha-Lander, Wyoming, "Cowboy" line. North Western's favorite seemed to be the Cowboy, and the allocation of maintenance between the lines showed this very clearly. When North Western's main lines were relaid with new rail, the used rail often replaced the aging rails of the old W&SP.

Dieselization of the C&NW system took place at the same time it did on most railroads, with the last steam being retired from active service in 1956. Like the rest of the system, the Winona-Waseca portion became home to many a diesel, including numerous Alcos. The first Alcos came to the C&NW system new in 1940, and by the '50s they were used on all parts of the railroad.

The buildings of the Mayo Clinic form the Rochester skyline in the background as former Boise Locomotive SD40 No. 6059 leads a GP40 and an ex- MILW SD40-2 east in May, 1998. With the arrival of the ex-CPR SD40s, this unit was sold to Alstom to become part of the First Union lease fleet.

ANDY CUMMINGS

In steam days, locomotives used roundhouses at Winona and Waseca for maintenance. As these buildings were razed with the advent of the lower-maintenance diesels, the fleet was maintained out of Huron, South Dakota. Huron today remains the primary maintenance base for the entire DM&E system.

With the Waseca line receiving less and less maintenance, and its branch lines falling to pieces, C&NW sent its older power to Waseca as the '70s dragged on. As Woodstock was a mecca for fans of good music at the time, C&NW's Winona — Rapid City line became a mecca for fans of good Alcos. Solid sets of Alcos became the norm at Waseca.

Railfans from around the country flocked to the so-called "Alco line" to capture one of the last fleets of C425s, RS3s, RSD4s, RSD5s, RS36s and others seen in main line service. In fact, the "Alco line" hosted 40 Alcos of

eight different models during those years. The '80s brought change as well. Some Alcos were gradually moved to C&NW's upper Michigan lines, their last home before retirement, while others were simply scrapped. Huron became a graveyard for many an Alco.

Geeps, as well as SD40s and ex-BN SD45s became more and more common on North Western's through trains, but what was becoming less common were the trains themselves. Deteriorating service forced many C&NW customers to switch to competitors, which in most cases meant trucks. The branch lines were abandoned en masse, and traffic on the main line was becoming scarce.

It seemed at this point that the entire line to Rapid City was itself just one giant, long branch line. Maintenance had been neglected for too long, and something had to happen. So in 1983, C&NW filed to abandon the line from Pierre to Rapid City.

Larry Pressler and the DM&E

Many communities on the Waseca Sub watched as towns on Milwaukee Road and C&NW branch lines in South Dakota simply become ghost towns after the railroad left. It was hard enough to keep a farm going on that dry soil, but the dramatic increase in transport-ation costs was too much for many farmers. They moved on.

The state of South Dakota knew it would have to deal with the abandonment of branch lines, and even the Milwaukee Road's Rapid City main line. But losing the C&NW main line, which cut right through the heart of the state, was too much. Under the leadership of Senator Larry Pressler, South Dakota presented its case.

The state maintained that the line's sale to a regional or shortline operator would be a better alternative than abandonment, and that enough traffic existed to make the railroad profitable. In the end, the ICC sided with the state and, on September 5, 1986, the Dakota, Minnesota & Eastern took control of Chicago & North Western's Winona-Rapid City line.

When DM&E took over, the eastern 100 miles, which became the Waseca Sub, were in terrible shape. This subdivision of the new DM&E system was more or less typical of what the new railroad had to work with. It wasn't a pretty sight; the entire subdivision seemed to be just one long slow order. Ten mile an hour running had been the norm since the '70s, and even at these speeds, the trains rocked from side to side as if they were going to fall right off the track.

Major improvements have been made since then. While ten m.p.h. remains the rule and 25 is the exception, DM&E has made an enormous effort to improve its physical plant. In 1992 alone, the railroad replaced 60,000 ties, 123,000 tons of ballast, resurfaced 170 miles of track, replaced 200 timber trestles and rebuilt twelve locomotives. Over $50 million has been invested to improve the system since DM&E's inception. Still, track speeds are slow, and how much longer these rails, which date from around 1915-1925, can support trains is anybody's guess.

Line Profile and Operations

Winona is the east end of the DM&E system. The C&NW swing bridge and the Eastern Connection have long been replaced by trackage rights over Canadian Pacific's former Milwaukee Road line between Tunnel City, Wisconsin, and Winona, via LaCrosse. Union Pacific runs a daily train from Adams, Wisconsin, to Winona which handles DM&E traffic.

UP still owns and operates the ex-C&NW Winona yard, although there have been rumors over the years that it would be sold to DM&E. The Winona

Still lettered for the C&NW, DM&E SD9s 6611 and 6601 lead the first unit painted for DM&E, SD10 549, and a rare ex-Milwaukee SDL39 leased from the Soo Line, on a westbound train beginning the steep climb out of the Mississippi Valley at Minnesota City, Minnesota on December 14, 1986.

ROGER BEE

ANDY CUMMINGS

A generously powered westbound passes slowly through the rolling hills of Havana, Minnesota in July, 1999. The units are of Conrail, Canadian Pacific, Boise Locomotive, and Milwaukee Road heritage.

operation is very intricate and, unfortunately for DM&E, it's almost entirely run by the UP. Upon arrival at "CK" interlocking in Winona, UP shoves the DM&E cars back to the yard tracks near the waterfront, where they are coupled to westbound grain empties.

The Twin Cities area hosts the only major barge loading facilities upriver from Winona, so huge amounts of grain from the DM&E system are transloaded into barges at Winona. The actual switching of cars to the ADM, Peavey and Harvest States grain elevators is handled by UP. A Union Pacific switcher is stationed at the yard, as is the road power for the Adams trains.

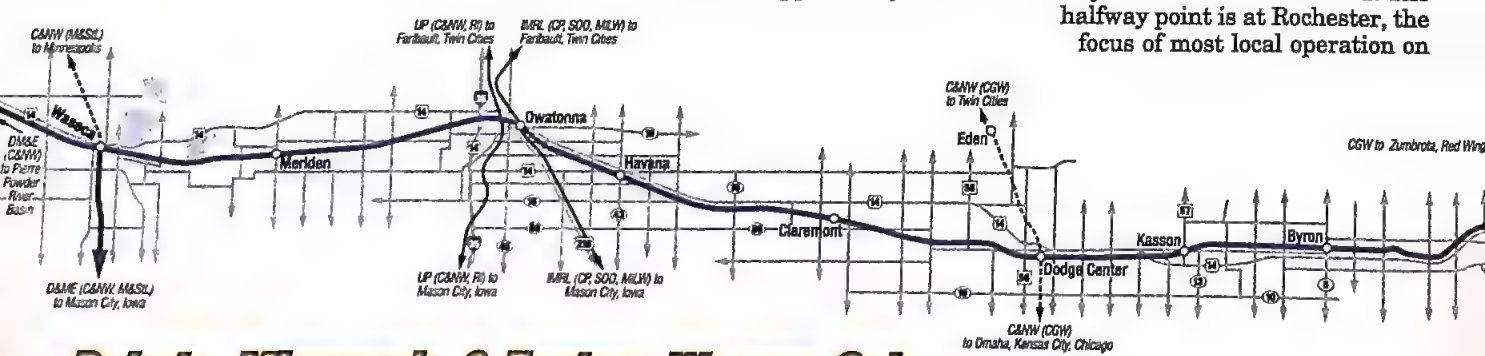
Eastbound, the Adams trains handle wood chip traffic from Whitewood, South Dakota, in the Black Hills, where DM&E serves a major wood chip and lumber operation, and bentonite clay from the road's westernmost outpost at Colony, Wyoming. This powdered clay is used in the manufacture of paper, cosmetics, toothpaste and in the pelletizing of iron ore.

Westbound trains off the UP handle traffic for towns and cities along the DM&E, as well empty bentonite and wood chip cars. Grain makes up a very large percentage of DM&E traffic; there are 70 grain elevators of various sizes along the main line.

Most main line freights out of Winona are symboled MWIBF, which is a manifest freight from Winona to Belle Fourche, South Dakota. Trains leaving Winona must fight up Stockton Hill as they leave the Mississippi Valley. The grade is challenging, and many railroaders have been forced to double the hill's five miles of 1.7% grade.

Once the rails reach the prairies, however, the alignment is fairly flat, with small and negotiable hills. However, it's apparent that the line was not built to main line standards. Depressions and sags are not filled well, and two cuts on Stockton Hill were built only wide enough to get a train through, and never widened. The tracks seem to rise and fall with the landscape, with few cuts and fills. The grades are fairly slight, though, and trains can make their way along easily enough. Most towns along this line look fairly similar, and many have rather large grain elevators.

Mileposts begin at Winona, and Waseca yard is located at MP 101. The halfway point is at Rochester, the focus of most local operation on



Dakota, Minnesota & Eastern Waseca Sub

...seca Sub. A four-axle unit, ...ably a GP38 or GP40, works there five days a week to service Rochester's industries along two stubs of the old Chicago Great Western.

Waseca yard is large, at least by DM&E standards, and trains are classified there for runs east to Winona, south to Albert Lea and Mason City, Iowa, on the former Minneapolis & St. Louis main line, and westward towards Mankato and the lonely prairies of South Dakota.

Black, Blue and Gold

DM&E celebrated its tenth anniversary in 1996, marking the occasion with a special logo applied to several locomotives. Many railfans living along the Waseca Sub must have fallen off their chairs when they read the headlines that February day in 1998 — DM&E announced that it wanted to build a new line to tap the Powder River Basin coal fields of Wyoming and begin hauling coal east.

The cost was initially set at $1.2 billion, but including the cost of upgrading existing track and the addition of passing sidings (of which the main line is nearly devoid), the estimate reaches closer to $1.6 billion. How could a little regional like DM&E put together that kind of money? They worked with Morgan Stanley, an investment firm which had helped put together many a rail deal in the past, including arranging the financing that allowed Wisconsin Central to buy its railroad from the Soo Line.

In July 1997, DM&E purchased a heavyweight business car named the *Pioneer*, which was originally built for the Wheeling & Lake Erie. With the announcement of the coal project, the car became the rolling site of business meetings between DM&E president Kevin Schieffer and officials of the communities the railroad served. There was much to discuss, and Schieffer wanted to do it right.

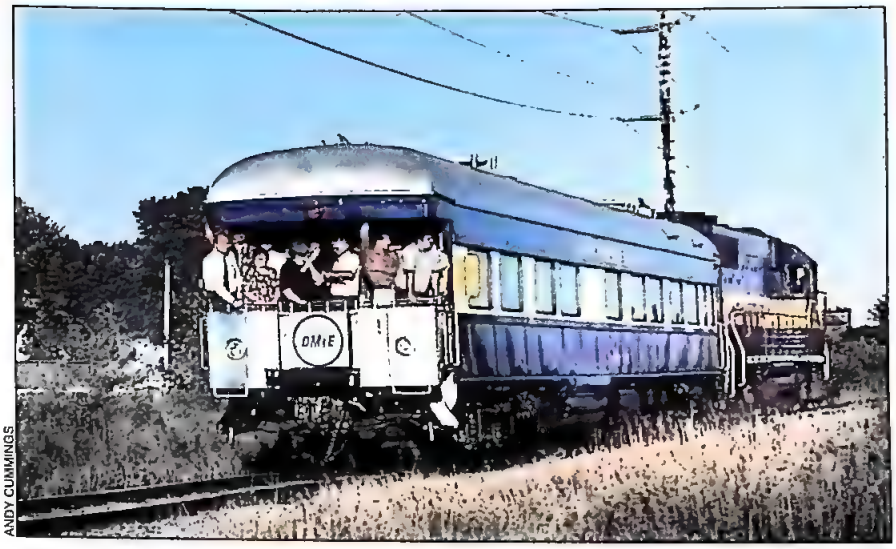
The *Pioneer* soon appeared on the Waseca Sub as talks with local communities began. Many responded positively. Eyota mayor Al Schumann, told the Rochester *Post-Bulletin* that he found the railroad "very easy to work with. They went along with everything we wanted. Of course, we weren't asking for the moon." Tiny Lewiston also appears close to making a deal, and a major east end staging yard is planned between there and Utica. Owatonna proposed a bypass, which they later dropped. However, DM&E has proposed building an interchange track with I&M Rail Link's former Milwaukee Road main line east of town. Plans call for this interchange to gain great importance, with traffic running south from Owatonna toward eastern Iowa and northern Illinois, as well as north to the Twin Cities and the Detroit Edison rail-ship transload facility on Lake Superior in Superior, Wisconsin.

Rochester, however, has officially opposed the project, as has Rochester's best-known business, the Mayo Clinic. Mayo claims that coal trains might cause vibrations that could have a detrimental effect on sensitive medical equipment. Rochester's proposed bypass has not been ruled out at this point, and some local politicians are very much in favor of its construction should the Powder River project come to pass. The bypass would run south of town, using an abandoned Chicago Great Western grade for part of its route between Byron and Eyota. DM&E says it is agreeable to using this route, provided that the city of Rochester condemns the land and pays for most of the cost. Many people theorize that the Rochester city council would never approve the tax increase required to complete a project of this magnitude.

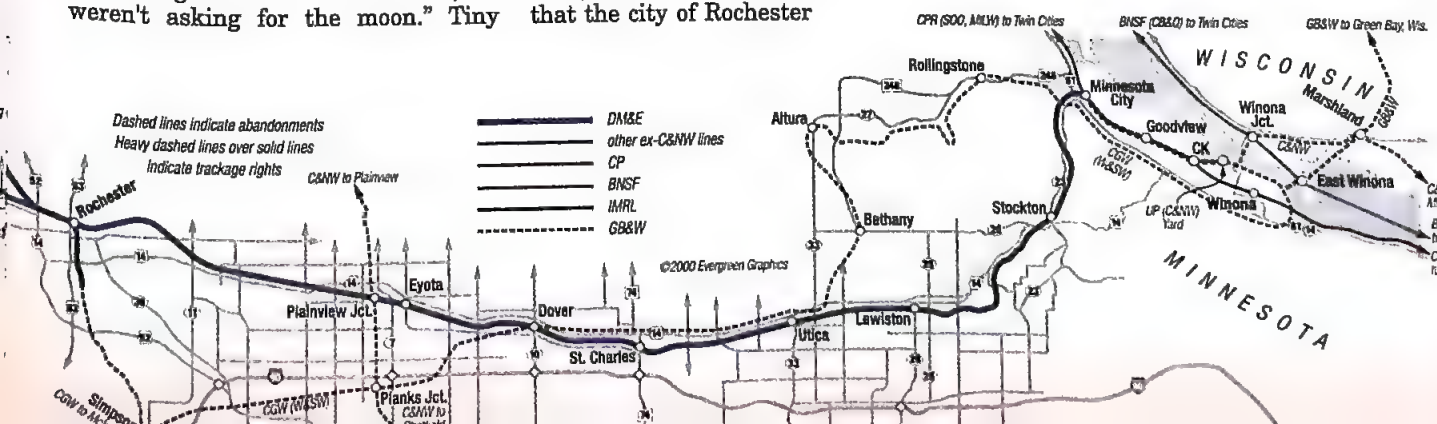
While not every community on the Waseca Sub has responded positively, it is hard to dispute the impact the project could have on the U.S. rail system. DM&E's route will be 20% shorter than UP and BNSF to Great Lakes and Upper Mississippi Valley generating stations, and it offers increased competition.

Personally, I'm in no hurry to see the Waseca Sub adapt to life in the fast lane. Operations now are much like I'd like life to be; the trains run when they need to run. There seem to be no deadlines. They crawl lazily across the prairies, past miles and miles of nothing in particular. But fast or slow, I say, "Long live DM&E blue and gold on the prairies of Minnesota." ⊂

The author would like to thank Pete Cummings, Roger Bee, Bob Bawek, Matt Frahm and members of the C&NW Historical Society for their assistance with this article.



DM&E president Kevin Schieffer (second from right) held a meeting to discuss the Powder River coal project aboard the *Pioneer* on one of many office car specials, shown at Byron on September 23, 1998.



Southside Speedway

From Atlantic Coast Line to CSX, the line south of Richmond has always been busy

BETWEEN THE JAMES RIVER at Richmond, Virginia, and the Roanoke River at Weldon, North Carolina, lies the northern end of the Florence Service Lane of CSX Transportation. It's a high speed link in the rail route from the Northeast to the Carolinas, Georgia and Florida. Passing through southside Virginia and over the border into North Carolina, it's mostly straight, mostly flat, mostly fast track. This is one area where loaded coal and grain trains often keep pace with intermodal trains. It can be busy, too, averaging more than a train every hour.

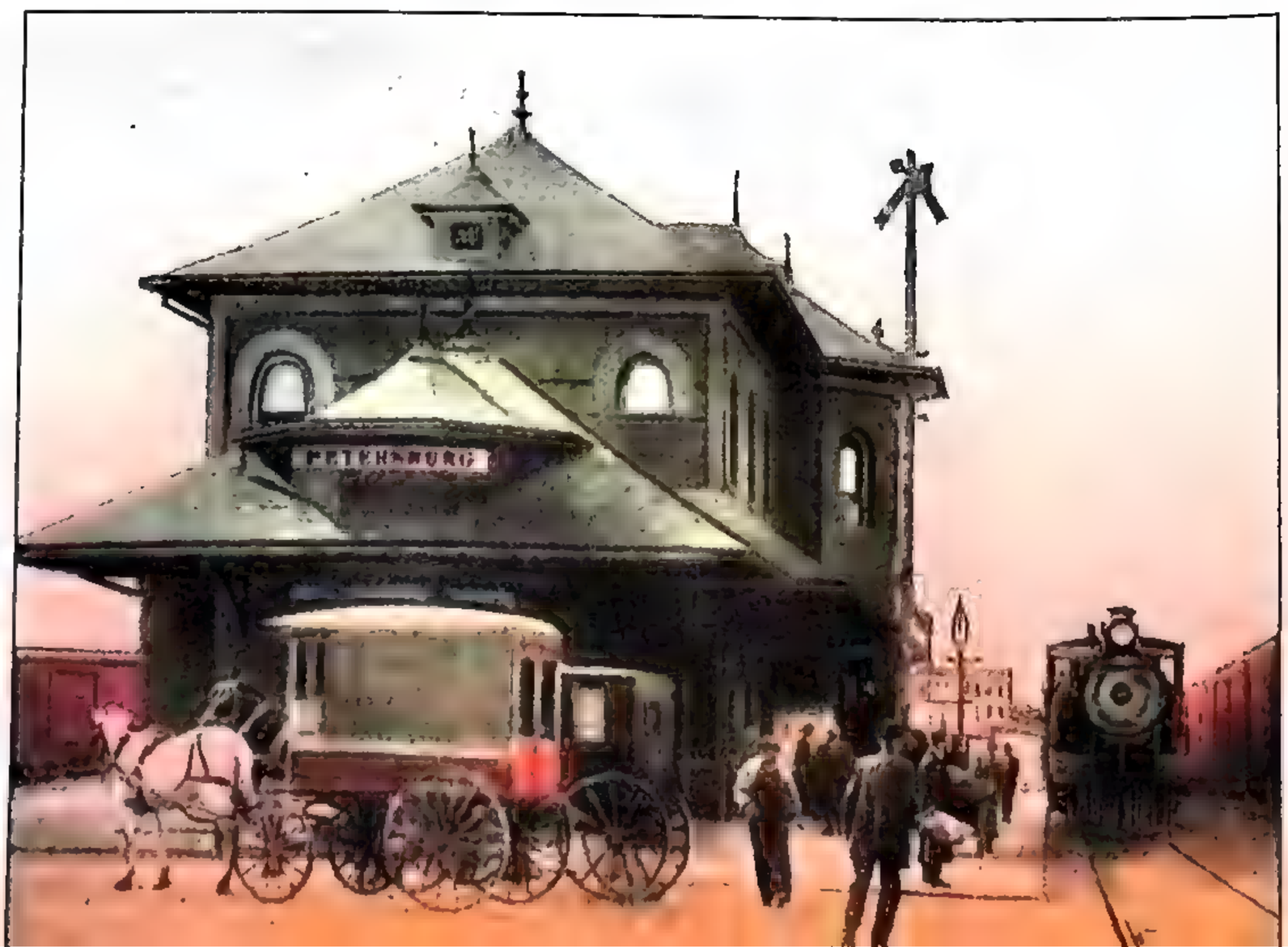
Amtrak has a big presence here, with ten passenger trains a day making their way through Weldon. Patrons on today's Amtrak trains are probably unaware of how long this route has existed, not knowing that trains of supplies for Robert E. Lee's army once passed this way.

In the Beginning

One of the earliest railroads in the country is now part of the Richmond-Weldon route. The Petersburg Railroad was organized in February 1830 to build south from Petersburg, Virginia. The southern end was located at a now-obscure point on the north bank of the Roanoke River just below Weldon, North Carolina, known as Blakely. By 1833, the 59-mile-long road was in operation.

A branch of the Petersburg Railroad appeared in the form of the Greensville & Roanoke Railroad, completed in 1837. This line was built by a separate company, and was first operated and then acquired by the Petersburg. It was 21 miles long, and connected Hicksford, the southern portion of what is now Emporia, Virginia, with "old" Gaston, North Carolina, which was then a point on the Roanoke River west of Weldon. At Gaston it connected with the Raleigh & Gaston Railroad, also a predecessor of the

ABOVE: **CSX train K870 is southbound at Stony Creek, Virginia, on August 23, 1998. This is a trainload of sulphur, making its way from Canada to Lee Creek, North Carolina, over the former Atlantic Coast Line south of Richmond. Canadian Pacific and Soo Line power are common on the sulphur trains, and this one has CSX GP40-2 6246 leading SD40-2s from CPR and Soo.** BELOW: **The Washington Street Station of the Atlantic Coast Line in Petersburg, Virginia, was one of two depots in the city. The building survived until after World War II, but was replaced as a passenger stop much earlier by a new structure on the "belt line" at Ettrick on the north side of the Appomattox River. The track was in the middle of Washington Street, accounting for its early replacement.**



ABOVE: **A pre-1907 view of downtown Richmond shows the ACL terminal at the right and the Richmond & Petersburg bridge in the center. The Byrd Street Station was just out of this view to the right. Just to the left of the R&P bridge and much lower is the Ninth Street road bridge. Note that the C&O viaduct parallel to the river has large wooden structures along the tracks at the point where the Ninth Street bridge passed under; perhaps these were to prevent coal from falling on vehicles underneath.** BELOW: **The Byrd Street Station in Richmond was completed in 1887 and served until the new Broad Street Station opened in 1919. This depot was located at the corner of Seventh and Canal Streets just north of the James River bridge. It served the R&P and the RF&P (by means of the jointly owned R&P & RF&P Connection Railroad). It had a trainshed (visible to the left of the building) and was stub-ended.**

Seaboard Air Line.

Another early railroad was built between Richmond and Pocahontas, Virginia, on the north side of the Appomattox River near Petersburg. The Richmond & Petersburg Railroad was organized in 1836, and completed in 1838. About 22 miles long, it featured a long bridge over the James River at Richmond. Initially, it didn't cross the Appomattox to Petersburg, on the south side of the river. In addition to the main line, there was a short branch extending about three miles east from the main line to Port Walthall, a landing on the Appomattox.

The R&P also leased a 21-mile branch from the Clover Hill Coal Mining Company. This line was incorporated as the Clover Hill Railroad, and opened for business under R&P management in 1853. It connected the company's coal mines with the R&P main line at Chester (ten miles north of Petersburg) and the James River at Osborne's Landing.

A Hostile Environment

During the Civil War, temporary tracks were built by the Confederates to extend the R&P across the river into Petersburg and to a connection with the Richmond, Fredericksburg & Potomac Railroad in Richmond. Neither the R&P nor the Petersburg Railroad suffered more than superficial war damage until it was nearly over.

However, when the suffering did come, it was very substantial. Starting in May 1864, the battle of Petersburg and the subsequent abandonment of Richmond by the Confederates led to severe damage to the R&P and the nearly complete destruction of the Petersburg Railroad. Early battles in the Petersburg campaign were fought at stations along the two railroads such as Port Walthall Junction, Stony Creek, Chester, Drewry's Bluff and Reams.

By August, Federal troops were destroying the Petersburg Railroad south of the city in an effort to cut off a principal Confederate supply route. This led to the so-called "Battle of the Weldon Railroad" on August 21st. Fought on the site of present-day Collier Yard, this attempt by the Confederates to reopen their supply line to the south along the Petersburg Railroad ended in failure. However, another battle at Reams four days later ended differently, and the Confederate supply route was temporarily reopened with rail service as far north as Stony Creek; the track had been destroyed north of there. Further Federal efforts in December led to the destruction of most track from Stony Creek to Hicksford.

The struggle for control of Petersburg lasted until early April 1865. After the Confederate Army moved westward, Richmond was abandoned, and the R&P bridge over the James River was burned on April 3rd. The loss of the bridge meant that one quarter of the value of the R&P's property went up in smoke. Further south, the bridges over the Roanoke River at Gaston and Weldon were destroyed to prevent their capture by the Federal Army. Most damage to both railroads was repaired soon after the war's end.

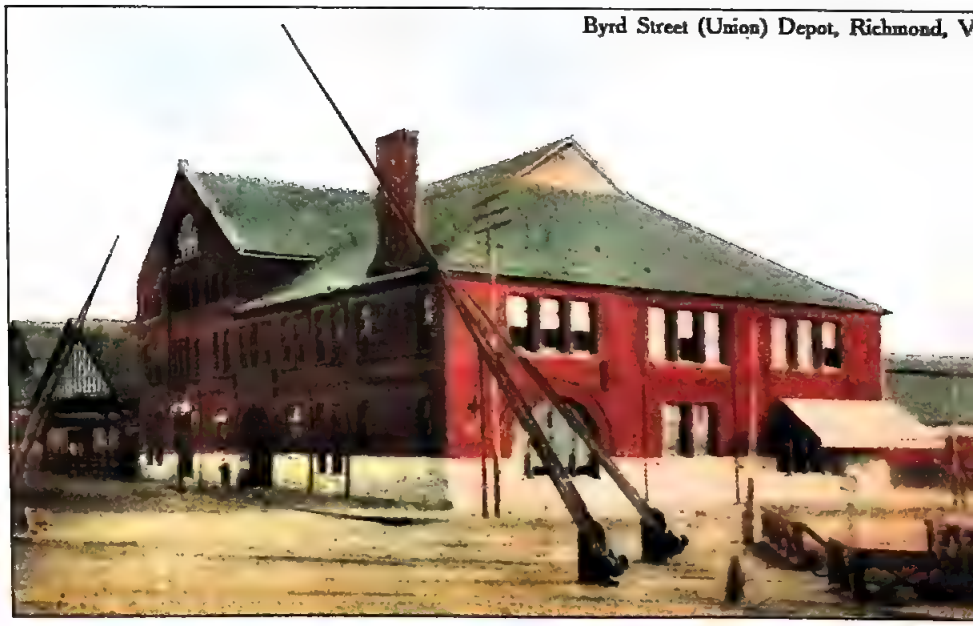
Reconstruction

During the war, it became clear that permanent connections with other railroads would be important improvements to the R&P and Petersburg Railroad. By 1867, new trackage at Richmond and Petersburg replaced the missing links in the north-south all-rail chain. The hills of Richmond forced construction of a mile-long, steeply graded track, including a tunnel, to connect the RF&P and the R&P. This line was built by the "Richmond, Fredericksburg & Potomac and Richmond & Petersburg Connection Railroad," a jointly owned subsidiary of the two larger roads. A section of heavily graded track was also built to connect the R&P and the Petersburg Railroad in Petersburg.

The R&P soon attracted the attention of northern investors. By the early 1870s, control of the company had been acquired by W. T. Walters of Baltimore, who had begun to assemble the Atlantic Coast Line. From this point on, the Atlantic Coast Line name was used to identify a group of separate companies that connected with each other physically, and eventually were financially connected as well.

The R&P prospered after the Civil War (as it had before the war) largely by carrying coal originating on the Clover Hill branch. From 1853 until the mid-1870s, coal

POSTCARDS FROM THE KURT REISWEBER COLLECTION



represented over half of all freight handled by the R&P. By 1875, however, coal traffic had declined to about 20,000 tons (down from a high of 59,608 tons in 1862), and the R&P decided not to continue its lease on the Clover Hill Railroad.

The property was sold under foreclosure in 1877, and a new company, optimistically named the Bright Hope Railway, was formed to operate it. Threatening the company's bright hope was its decision to change from standard to narrow gauge in 1882. The company's optimism was ultimately unfulfilled, and the Bright Hope was sold in 1889 to the Farmville & Powhatan Railroad. This company was, in turn, reorganized as the Tidewater & Western Railroad in 1905, and abandoned in 1918.

The bridge over the Roanoke River at Gaston was not rebuilt after the war. Consequently, the Petersburg Railroad branch from Hicksford to Gaston had little economic justification and, shortly after the Petersburg Railroad entered receivership in 1877, was abandoned.

The Port Walthall branch of the R&P was abandoned in 1883, at which point the R&P consisted only of 23 miles of main line from Richmond to Petersburg. Likewise, the Petersburg Railroad was made up solely of 61 miles of main line from Petersburg to Weldon. At this time, the Petersburg Railroad crossed the Roanoke River on the Seaboard & Roanoke (successor to the Portsmouth & Roanoke) bridge at Weldon, which, along with two miles of track from Garysburg to the bridge, was used under trackage rights. The S&R passenger "shed" at Weldon was also used by the Petersburg.

As business grew on the Atlantic Coast Line, new expedited services were offered. For freight there was the Atlantic Coast Despatch, a high speed service from the south to the northeast that specialized in handling perishables, and first ran in 1887. For passengers, there was the *New York-Florida Special,* a seasonal train offering luxurious accommodations including "Pullman vestibule sleeping, dining and smoking cars." This train's first run was in 1888.

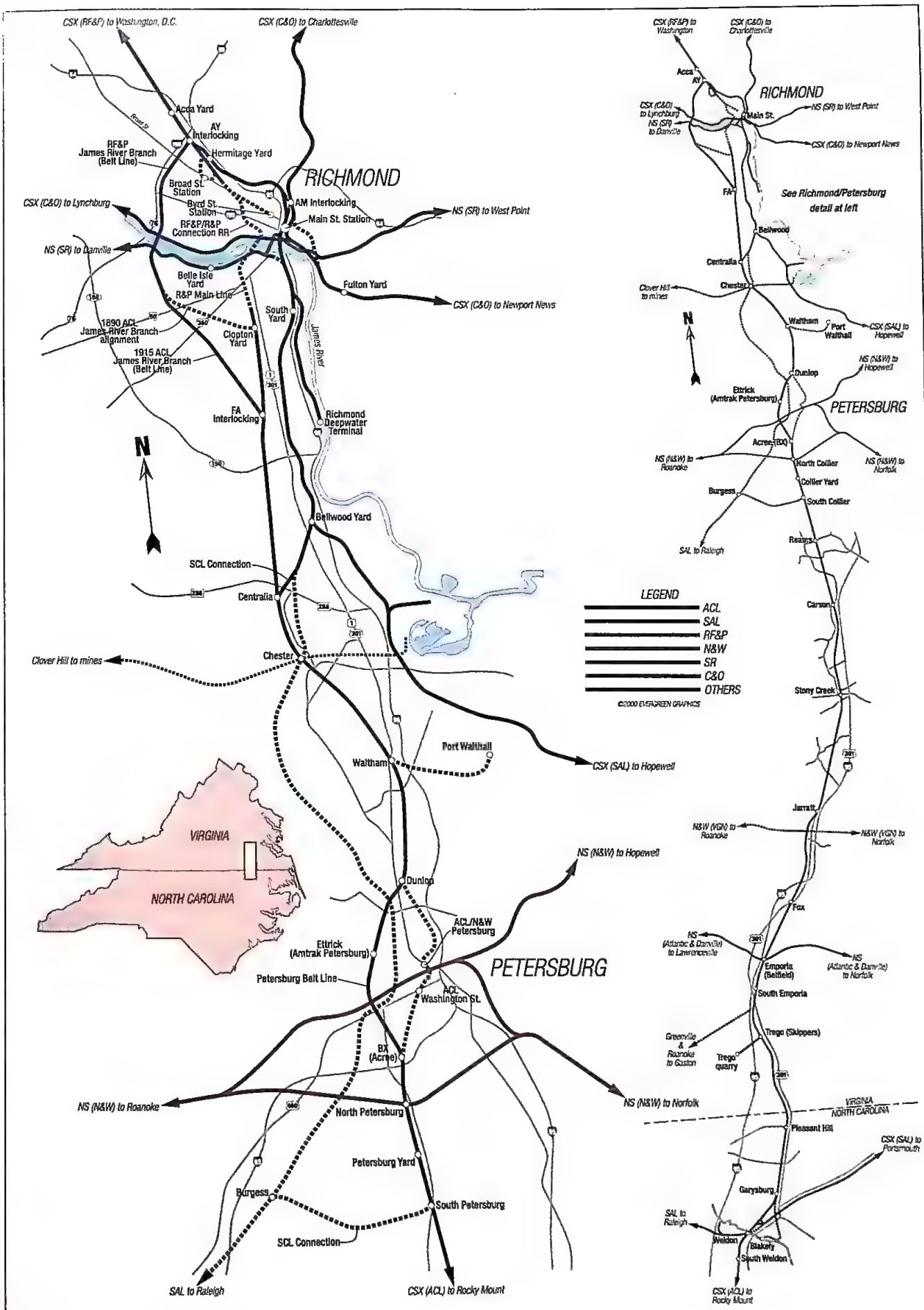
As business grew, several weak links in the railroad chain were identified. One was the "permanent" connection in Richmond, the RF&P-R&P. As if the grade and tunnel weren't bad enough, there was also some street running, which angered residents. In order to please the city and improve freight service, the James River Branch (popularly known as the "Belt Line") was built around the west side of Richmond in 1890-'91 by the R&P and the RF&P. The R&P owned the southern half from the James River Bridge to a point on the R&P main line called Clopton, a little over four miles.

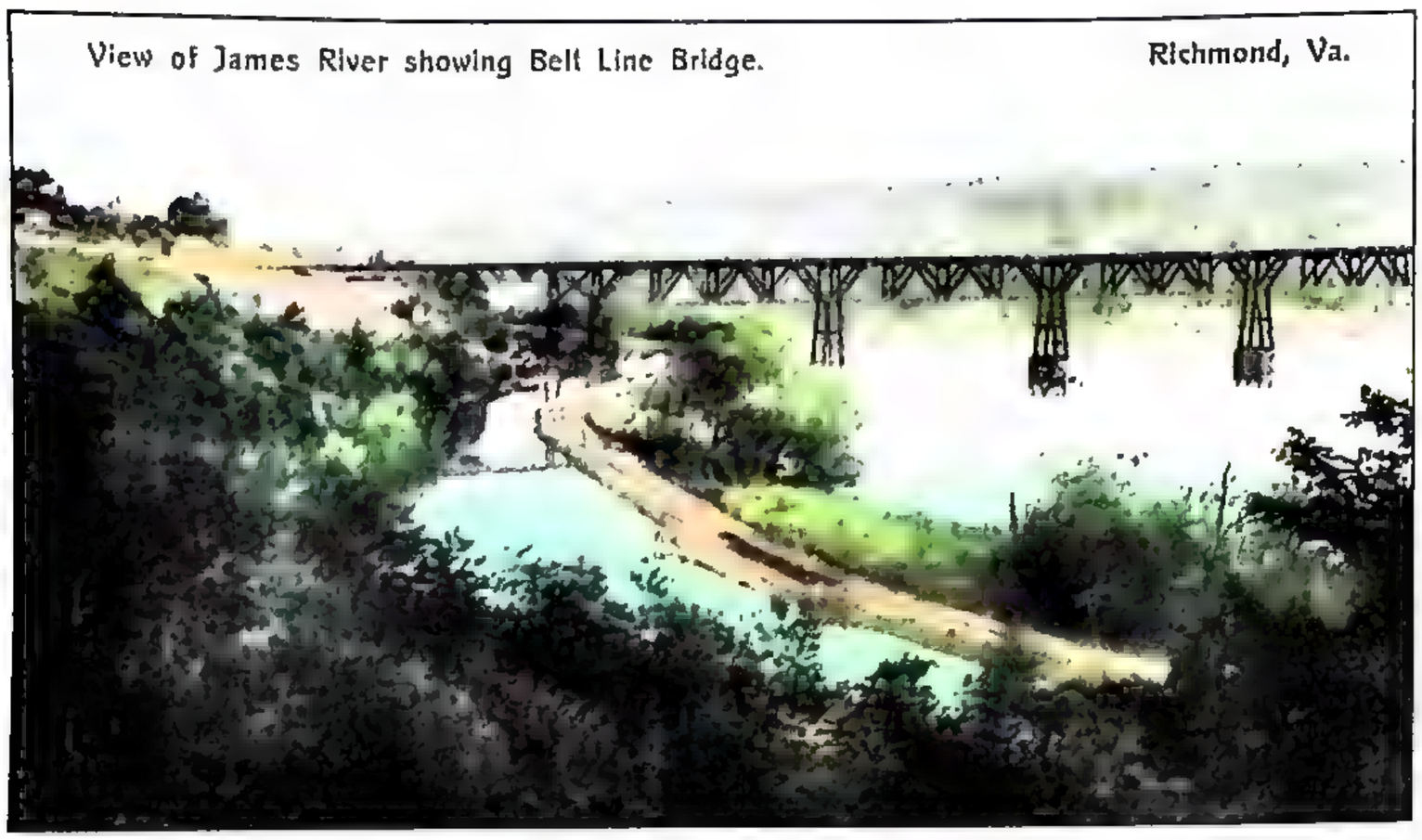
Another awkward arrangement was in Petersburg, where the Petersburg Railroad was located in Washington Street for a short distance, and had a two per cent climb out of the Appomattox River valley. This was partially alleviated by construction of a freight belt line, completed in 1895. The north end was a connection with the R&P three miles north of Petersburg, at Dunlop. The south end was Acree (at the former "BX" interlocking just north of present Collier Yard), about three miles south of Petersburg. In all, the "Petersburg Branch" was about six miles long. Passenger trains continued to use the old main line at first, but eventually a new station was built on the belt line in Ettrick on the north side of the Appomattox River to serve through trains.

A short railroad in Petersburg, the picturesquely named Petersburg & Asylum Railroad, was purchased in 1896. Three miles long and connecting the Petersburg Railroad with the Norfolk & Western, it was completed in 1888. It became financially embarrassed in 1894, was sold to the Petersburg Railroad, and reorganized as the Petersburg & Western Railroad. Though owned by the Petersburg, it was operated

COLOR PHOTOGRAPHY BY KURT REISWEBER

ABOVE: Seaboard Coast Line U36C 2129, a former Clinchfield unit, leads a southbound freight over the Appomattox River Bridge in April 1980. This bridge on the Petersburg belt line is one of three outstanding bridges on the old ACL between Richmond and Weldon, North Carolina. It was built as a single track structure, so double track ends at either end of the bridge. The Norfolk & Western's old main line through Petersburg passes under the south end of the bridge. BELOW: Amtrak's *Hilltopper* is pulling into Collier Yard southbound with RF&P GP7 102 in the lead of a two car train with an Amtrak P30CH trailing in June 1977. The *Hilltopper* ran from Washington, D.C., to Catlettsburg, Kentucky, over the RF&P, Seaboard Coast Line and N&W. During its first few months of operation, the train was turned at Acca Yard in Richmond and ran in reverse over the SCL to Collier with an RF&P GP7 leading the reverse move. An upgraded connection betweenthe SCL and N&W eventually eliminated this move.


CSX (RF&P) to Washington, D.C.
CSX (C&O) to Charlottesville
Acca Yard
AY Interlocking
RF&P James River Branch (Belt Line)
Hermitage Yard
RICHMOND
Broad St. Station
Byrd St. Station
AM Interlocking
Main St. Station
RF&P/R&P Connection RR
CSX (C&O) to Lynchburg
NS (SR) to Danville
NS (SR) to West Point
Belle Isle Yard
R&P Main Line
Fulton Yard
CSX (C&O) to Newport News
South Yard
1890 ACL James River Branch alignment
1915 ACL James River Branch (Belt Line)
Clopton Yard
James River
FA Interlocking
Richmond Deepwater Terminal
Bellwood Yard
SCL Connection
Centralia
Chester
Clover Hill to mines
Port Walthall
Waltham
CSX (SAL) to Hopewell
VIRGINIA
NORTH CAROLINA
NS (N&W) to Hopewell
Dunlop
ACL/N&W Petersburg
Ettrick (Amtrak Petersburg)
PETERSBURG
Petersburg Belt Line
ACL Washington St.
BX (Acme)
NS (N&W) to Roanoke
NS (N&W) to Norfolk
North Petersburg
Petersburg Yard
Burgess
South Petersburg
SCL Connection
SAL to Raleigh
CSX (ACL) to Rocky Mount
LEGEND
ACL
SAL
RF&P
N&W
SR
C&O
OTHERS
©2000 EVERGREEN GRAPHICS
CSX (RF&P) to Washington
CSX (C&O) to Charlottesville
Acca
AY
RICHMOND
CSX (C&O) to Lynchburg
NS (SR) to Danville
Main St.
NS (SR) to West Point
CSX (C&O) to Newport News
FA
See Richmond/Petersburg detail at left
Bellwood
Centralia
Chester
Clover Hill to mines
Waltham
Port Walthall
CSX (SAL) to Hopewell
NS (N&W) to Hopewell
Dunlop
Ettrick (Amtrak Petersburg)
PETERSBURG
Acme (BX)
NS (N&W) to Roanoke
North Collier
NS (N&W) to Norfolk
Collier Yard
Burgess
South Collier
SAL to Raleigh
Reams
Carson
Stony Creek
Jarratt
N&W (VGN) to Roanoke
N&W (VGN) to Norfolk
Fox
NS (Atlantic & Danville) to Lawrenceville
Emporia (Bellfield)
NS (Atlantic & Danville) to Norfolk
South Emporia
Greenville & Roanoke to Gaston
Trego (Skippers)
Trego quarry
VIRGINIA
NORTH CAROLINA
Pleasant Hill
CSX (SAL) to Portsmouth
Garysburg
SAL to Raleigh
Weldon
Blakely
South Weldon
CSX (ACL) to Rocky Mount



ABOVE: **The original bridge over the James River on the Belt Line (James River Branch) was single track and was later replaced by the now-familiar double track concrete arch bridge that serves CSX today. The Belt Line was built in 1890 and 1891. Passing underneath the north (left) end of the bridge is the Chesapeake & Ohio's former Richmond & Alleghany line along the James River to Lynchburg and Clifton Forge. The C&O has since been double tracked at this point. Out of sight on the south (right) end of the bridge is the Southern Railway's former Richmond & Danville line to Danville, now a part of Norfolk Southern.** BELOW: **A southbound Norfolk & Western Richmond-to-Norfolk train passes over the ACL-RF&P James River Bridge just west of Richmond with an N&W 4-8-2 in the lead in August, 1954. The last car is a Pennsylvania Railroad sleeper. In the river to the right of the bridge are stone piers from the original 1891 single-track bridge shown above.**

separately and abandoned during the Great Depression of the 1930s.

The American Century

In 1898, the Richmond & Petersburg and the Petersburg Railroad were combined to form the Atlantic Coast Line Railroad Company of Virginia. This company was, in turn, combined in 1900 with other constituent parts of the system to form the Atlantic Coast Line Railroad Company.

Not until December 1911 was a new ACL bridge built at Weldon to replace trackage rights over the Seaboard Air Line (former S&R) bridge. This was done as a part of an extensive project which saw the installation of almost four miles of new track at Weldon, mostly double track. A new line was built between Garysburg and the south side of Weldon, including a long stretch of track elevated above the city streets, and a long bridge over the Roanoke River.

A new section of the Belt Line (James River Branch) south of Richmond was put in service late in 1915. Allowing higher speeds than the original segment of the Belt Line, this new route was a little over four miles long. It connected with the original Belt Line at a point called Meadow and with the original main line at "FA" interlocking just south of Clopton Yard, and was used by most through freight trains. Passenger trains continued to use the RF&P-R&P until 1919, when the Union Station of Richmond (better known as Broad Street Station) was completed. The RF&P-R&P was soon abandoned, leaving the original R&P main line at a dead end in downtown Richmond.

Passenger trains were shifted to the Belt Line south of the James River, with the exception of a short-term "shuttle" service connecting the Byrd Street Station with main line trains on the Belt Line. As part of the Broad Street Station project, the Belt Line was double tracked and a new concrete arch bridge replaced the original steel span over the James River.

By the 1930s, Richmond's railroad map had become relatively static, and major changes wouldn't be seen until 1967, when the Atlantic Coast Line merged with former competitor Seaboard Air Line to form the Seaboard Coast Line. A new connection at Centralia (near Chester) diverted the SAL route into the ACL, and most of the Seaboard from there to Petersburg was abandoned. Collier Yard, at the south end of the ACL Petersburg belt line, was greatly expanded, and another new connection was built from South Collier to the old SAL at Burgess to handle traffic for Raleigh and points south. In addition, the SAL bridge at Weldon was abandoned, and all traffic headed to or from Portsmouth was shifted onto the old ACL via a new connection on the north side of the Roanoke River. About this same time, portions of the original ACL main line in Richmond and Petersburg were eliminated. The old James River bridge into downtown Richmond was dismantled, and the original main line in Washington Street in Petersburg was removed, leaving that line in two disconnected segments.

The 1980 merger of the SCL and Chessie System railroads into CSX Transportation led to changes as well. A new track was built to form a wye just north of the Roanoke

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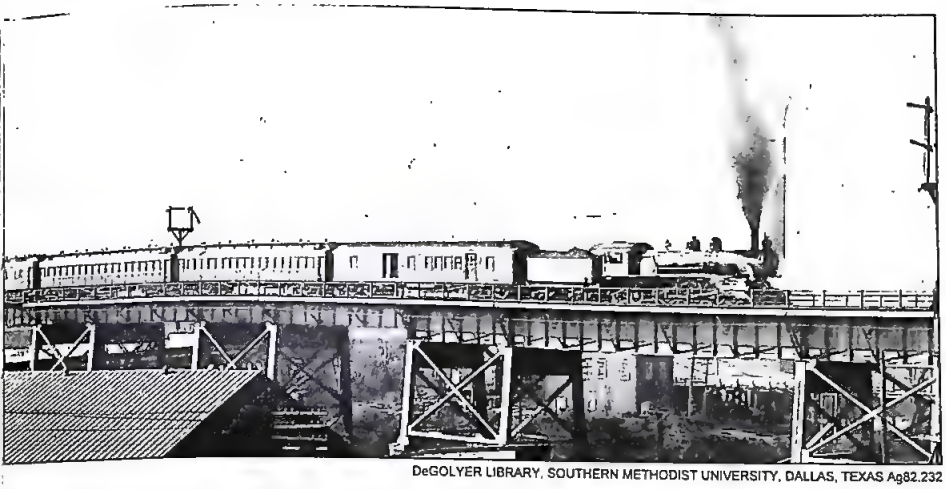

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River bridge at Weldon to handle freight routed between the midwest and Portsmouth, Virginia. This traffic previously had been ferried across Hampton Roads from Newport News, Virginia. Part of the ACL old main line into Richmond between Shops Yard (just south of the old James River bridge) and Clopton Yard was taken up in 1985. The portion of the original Belt Line around Richmond between Meadow and Clopton also was considered redundant and dismantled. The old SAL south of Collier Yard was abandoned in 1986, and all trains were shifted eastward to the ACL route. A short section of the former Virginian Railway at Jarratt was purchased from Norfolk Southern in 1988. Finally, CSX single tracked about half of the line between South Collier and Weldon in 1990.

Same Places, Different Worlds

There could scarcely be a greater contrast than the Atlantic Coast Line of 1890 and today's CSX. In 1890, the locomotives used between Richmond, Virginia, and Weldon, North Carolina, were all 4-4-0 types weighing 45 tons or less, not including tenders. They burned coal, and had easily visible reciprocating machinery. The cars they pulled were made of wood. The single main line track consisted of jointed rail weighing no more than 56 pounds per yard made of steel, not counting about three miles' worth of iron rail. Operations were conducted using a mountain of paperwork generated by an army of clerks.

Today, the same railroad has been transformed by a century of change. Atlantic Coast Line has given way to Seaboard Coast Line, Family Lines, Seaboard System and, finally, CSX Transportation. Locomotives now weigh up to 200 tons and burn diesel oil; most of their moving parts are hidden from view. Passenger cars are made of stainless steel; freight cars are also steel, often stained. The rail is still steel, weighing up to 136 pounds per yard, much of it welded into sections several thousand feet long. The Richmond to Weldon line is dispatched from Jacksonville, Florida, a point that wasn't even on the ACL in 1890. Lineside signals control train movements. Double track nearly the full length of the route has come and gone. Talking defect detectors are placed along the track at suitable intervals. The caboose is now a small box-like device with an antenna and a flashing red light.

April 26, 1890

In 1890, Benjamin Harrison was President of the United States. His wife was busy adding wings to the White House (which then had none), a controversial proposal at the time. Census figures showed the population of the United States to be 62,622,250, an increase of almost 25% since 1880. Idaho and Wyoming became the 43rd and 44th states in July that year.

On the New York Stock Exchange, Richmond & Alleghany shares were bid at $22.00, Union Pacific was selling at $65.00 and New York Central was priced at $107.00. On the Richmond Stock Exchange, shares of the Petersburg Railroad could be had for $70.00.

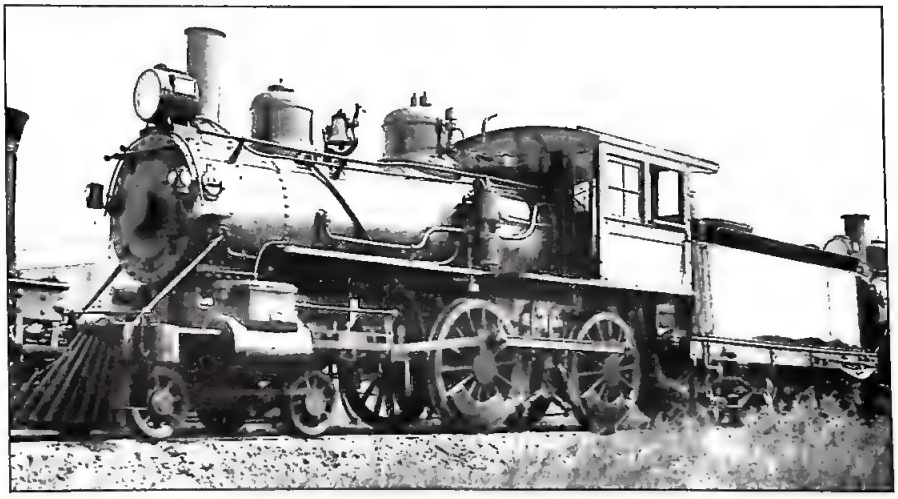
World news on April 26th featured a London *Herald* interview of Otto von Bismarck, dismissed as Germany's chancellor only a month earlier. He provided such memorable quotes as "Fierceness of the ruling power is a guarantee of peace at home and abroad." Alas, Bismarck's dismissal led to the chaotic "personal rule" of Kaiser Wilhelm II, which in turn was one cause of World War I.

The big news in Weldon on April 26th was the disappearance of a Mr. E. D. Walker of Brooklyn, New York. Registered at the Coast Line Hotel since April 24th, he failed to return after allegedly going fishing in the Roanoke River. His disappearance was so newsworthy that it was noted in the Richmond *Dispatch* on April 29th.

Through the fortunate survival of a dispatcher's train register sheet from the Gilded Age, we can get an idea of what train operations were like on Saturday, April 26, 1890. At that time, the Richmond, Fredericksburg & Potomac, Richmond & Petersburg, and Petersburg Railroads were all dispatched from Richmond using one dispatcher per eight hour shift.

To get a proper perspective on what happened on that day more than a century ago, let's first examine the setting. The RF&P, R&P, and Petersburg Railroads were three separate companies. The R&P and Petersburg Railroad were owned by the Atlantic Coast Line Company, which had been chartered in Connecticut on May 29, 1899. The Atlantic Coast Line Company and the RF&P were both controlled by the

HAROLD K. VOLLRATH COLLECTION



TOP: **An RF&P train runs on the Atlantic Coast Line bridge in downtown Richmond in an early view. The locomotive is Washington Southern 61, built in 1904 and renumbered 152 in 1926. The photo, therefore, was taken sometime between 1904 and 1926. The train sits just south of the Byrd Street Station (just out of view to the right) and faces north. A small portion of the C&O viaduct can be seen below ACL track level in the left center of the photo. Washington Southern was the northern part of the Richmond-Washington Line. The passenger cars are marked "Richmond-Washington Line," the normal slogan of the RF&P at that time.** ABOVE: **Atlantic Coast Line F-2 class 4-4-0 No. 19 is at Waycross, Georgia, in May 1924. This engine was formerly Richmond & Petersburg 185, an 1888 Baldwin. On April 26, 1890, this engine handled passenger trains 39 (departing Byrd Street at 3:43 p.m. and arriving Petersburg at 4:15) and 38 (departing Petersburg at 4:30 p.m. and arriving Byrd Street at 5:05). The engineer was Cheatham and Yager was the conductor.**

Atlantic Coast Line P-5-A class 4-6-2 1567 is southbound at Collier Yard on August 9, 1950. The locomotive was built by Richmond (a predecessor of Alco) in 1920. Use of Pacifics on freight trains wasn't unusual on the ACL. The large coaling tower is now long gone. Collier has had a yard for many years, but it was much smaller before the Atlantic Coast Line merger with Seaboard Air Line in 1967.

Walters family of Baltimore and their associates, with patriarch William T. Walters (age 70 in 1890) serving as a director of all these corporations. Son Henry Walters was located in Wilmington, North Carolina, where he served as Vice President and General Manager of the Atlantic Coast Line group of railroads. The ACL group consisted of about a dozen companies that comprised a main line from Richmond to Charleston, South Carolina (457 miles), by way of Wilmington, North Carolina.

The ACL of 1890

In 1890, the original Richmond & Petersburg main line through Richmond was still the only line through the city. A $1 million bond issue five months earlier provided funds to pay for numerous improvements, including the Belt Line around Richmond (officially known as the James River Branch), which was under construction. In Richmond, R&P trains used the nearly new Byrd Street Station, which had been completed only three years earlier. Near the station, a junction was made with the jointly owned Richmond, Fredericksburg & Potomac and Richmond & Petersburg Connection Railroad (RF&P-R&P) for the short trip of just over a mile to the RF&P. The R&P connected with the Petersburg Railroad 23 miles south of Richmond at the "Petersburg" station at the foot of a hill below downtown Petersburg. This was where passengers could change trains for points on the Norfolk & Western.

R&P connections with unaffiliated railroads included the Chesapeake & Ohio near Byrd Street Station in Richmond (through C&O's Richmond & Alleghany line along the north bank of the James River, acquired by stock purchase a year earlier). Another connection was with the Richmond & Danville, located in Manchester on the south bank of the James River (an actual interchange since the R&D had been narrowed to standard gauge in 1886). The N&W was crossed at grade at Petersburg. In addition to these standard gauge lines, the Farmville & Powhatan three foot gauge crossed at Chester (about halfway between Richmond and Petersburg). R&P's equipment as of June 30, 1890, consisted of nine locomotives, five coaches, one combine, three baggage, mail and express cars and 68 various freight cars.

The Petersburg Railroad also had a station in Petersburg. This was appropriately called "Washington Street," since the track was actually located in that main artery of the city. The two stations in Petersburg were separated by only about a mile of two per cent grade. The belt line around the west side of Petersburg wouldn't be completed for another five years and, 61 miles further south, all trains used the Seaboard & Roanoke track for a little over two miles from Garysburg, North Carolina, to Weldon, including the bridge crossing the Roanoke River. Here, a connection was made with ACL group member Wilmington & Weldon. The only other connection with another railroad was at Belfield (now Emporia), where the Atlantic & Danville (A&D) main line from Portsmouth to Danville, Virginia, completed slightly over two months earlier, crossed at grade. As of June 30th, the Petersburg Railroad had 14 locomotives, three coaches, three baggage, mail and express cars and 174 freight cars.

At the time, the ACL system's northern connections beyond the RF&P-R&P started at Richmond with the RF&P, which ended abruptly 81 miles north of Byrd Street in a junction with the Washington Southern Railway at Quantico, Virginia. Washington Southern, a member of the Pennsylvania Railroad family, was a new name for an old railroad, having been formed by the consolidation of the Alexandria & Fredericksburg and Alexandria & Washington Railways on March 26, 1890, just one month earlier. North of Washington, through passenger trains used the Baltimore & Potomac from Washington to Baltimore, the Philadelphia, Wilmington & Baltimore from Baltimore to Philadelphia (these two railroads were PRR affiliates), and the PRR itself from Philadelphia to New York. In this case, New York meant Jersey City, since New York's Penn Station was far in the future and passengers had to cross the Hudson by ferry. New York arrivals and departures allowed for transfer to connecting trains for Boston.

Abutting the southern end of the ACL was the Plant System, a group of railroads extending from Charleston to Tampa controlled by Henry Plant (aged 71 in 1890). The Plant System would itself be acquired by ACL in 1902. Passengers could also reach St. Augustine by way of the Jacksonville, St. Augustine & Halifax River Railway, a predecessor of the Florida East Coast.

The most posh and prestigious trains on the ACL at this time were the winter-only triweekly *New York-Florida Specials* (later often called the *Florida Specials*), trains 501 southbound and 500 northbound. These trains didn't run on April 26th, because the last day of the winter season was the previous Saturday, April 19th. Two lesser daily Boston to Florida trains, numbers 15

and 66, had also ended their season on April 19.

The menu from the 1893 *New York-Florida Special* gives an idea of the amenities available on board. Nine different soups, including Ox Tail and Green Turtle, were offered. The list of entrees featured such concoctions as calf's tongue (with tomato sauce), raw oysters, "Gelantine of Wild Boar's Head," ham or tongue sandwiches, pickled lamb's tongue and "Saratoga chips." More mundane fare was available for the less adventurous, including chicken curry and veal saute. A multitude of teas, coffees, champagnes, wines, whiskeys and beers were available to wash it all down.

The remaining through trains, Nos.23 and 27 southbound and 14 and 78 northbound, carried Pullman buffet sleepers between New York (Jersey City) and Tampa (on 14 and 23), between Jacksonville and New York (on 78) and between Washington and Jacksonville (on 27). By utilizing connecting trains and steamships, one could travel all the way from Boston to New Orleans or Havana, Cuba, via the ACL and its connections.

A Day in the Life . . .

On April 26th, the first through train to enter the Richmond to Weldon district was No.14 which departed Weldon ten minutes late at 4:45 a.m.. The crew included conductor Taylor and engineer O'Brien. O'Brien was running Petersburg Railroad 152, an 1889 Baldwin 4-4-0. The consist included R&P mail car 501, W&W express car 311, RF&P coach 41, W&W coach 345 and four Pullmans, including the *Liffey*. The 84 mile trip to Byrd Street Station ended on time at 7:12 a.m., proving O'Brien adept at making up time. Elapsed time was two hours and 27 minutes, an average of 34 miles per hour. The only other train encountered en route was southbound freight 91, which was stopped at Chester when 14 went by at 6:54 a.m.

While 14 was heading north, southbound 23 was making its way across the RF&P. The two trains passed at Ashland, Virginia, 17 miles north of Byrd Street. No.23 arrived at Byrd Street at 8:50 a.m. and, after a 25 minute stop, got under way on schedule toward Weldon behind R&P 182, another 1889 Baldwin 4-4-0. The conductor was Brooks, and Reams was at the throttle. This was a seven-car train, including Alexandria & Fredericksburg express car 957. Northbound work Extra 151 somehow managed to get in the clear between Petersburg and Chester so 23 could pass about 10:00 a.m. Another northbound, freight 90, got out of the way between Reams (the station, not the engineer) and Stony Creek around 10:30 a.m., and southbound 91 was delayed again, this time at Belfield (Emporia), for 23 to get by around 11:30 a.m. Arrival at Weldon was on schedule at 12:10 p.m. This was an even slower performance than number 14, taking two hours and 55 minutes at an average speed of 29 m.p.h.

The other two trains, Nos.27 and 78, left Byrd Street and Weldon headed toward each other at almost exactly the same time. No.27 left Byrd Street at 3:04 p.m. (six minutes late) and No.78 left Weldon on time at 3:05 p.m. R&P 188, yet another 1889 Baldwin 4-4-0, was at the head end of a six-car No.27 with engineer Clayton. All six cars were W&W property, except two numbered Pullmans. On No.78, Brooks and Reams were making a return trip to Richmond with Reams' engine, R&P 182. This was also a six-car train, and included Petersburg Railroad mail car 28. The two trains passed each other at Stony Creek at 4:32 p.m. The meet slowed 78, which spent 23 minutes waiting at Stony Creek and, as a result, it didn't arrive at Byrd Street until 6:20 p.m., 15 minutes late. No.27 also ran late, arriving at Weldon at 5:33 p.m, ten minutes behind time.

There were also eight passenger trains between Byrd Street and Petersburg providing local service and connecting with N&W trains, primarily headed for Norfolk. They were numbered 32-39 and were scheduled for 30 to 45 minutes one-way. None served the Washington Street station. On April 26th, all eight ran on time within a few minutes.

Two of these trains, one southbound and one northbound (Nos.33 and 36), were called the *Norfolk Special*. This pair consisted entirely of through cars between Richmond and Norfolk via the Atlantic Coast Line and the N&W. Although the cars ran through, the locomotives and crews were changed at Petersburg (in later years N&W locomotives were used all the way). The trains ran nonstop between Richmond and Petersburg. No.33 was scheduled to leave Byrd Street at 9:40 a.m. (which it did on April 26th) and arrive at Norfolk at 12:25 p.m., a trip of two hours and 45 minutes. The northbound version, No.36, was scheduled to leave Norfolk at 4:00 p.m. and arrive at Byrd Street at 6:39 p.m. (on April 26th it was eight minutes late). Nos.34 and 39 were also scheduled to make close connections with N&W trains.

Petersburg Railroad 155, an 1871 Baldwin 4-4-0, made three round trips during the day, handling all these trains except Nos.38 and 39. Engineer Murphy stayed with his engine throughout the day, but worked with three different conductors. It was a long day for Murphy, whose first trip started at Petersburg at 8:25 a.m. and the last ended at the same place at 12:05 a.m. on April 27. At least he had a five hour layover at Byrd Street between 12:15 p.m. and 5:15 p.m. Nos.32 and 37 made their journeys without passing any other trains. Both 33 and 34 passed Extra 151 near Chester in the late morning. Later in the day, 35 passed 78 during a one minute stop at Chester at 5:45 p.m. and Second 39 between Chester and Petersburg about 5:50 p.m.; 36 passed Second 39 in the same vicinity about 6:15 p.m.

The other round trip featured R&P 1888 Baldwin 185 with engineer Cheatham. The conductor on these runs was Yager, who had already worked with Murphy on his first few trips earlier in the day. Southbound 39 left Byrd Street at 3:43 p.m. and arrived at Petersburg at 4:15, followed by a quick turnaround and departure for Richmond as number 38 at 4:30 p.m. While hurrying north, 38 had the odd fortune of passing Second 39 which was struggling to get south to Petersburg against a flurry of higher priority trains. The same set of equipment that had left Byrd Street a short while before as First 39 now raced past Second 39 heading in the opposite direction! Byrd Street was reached at 5:05 p.m.

In addition to these regular runs, there was an unusual operation on April 26, 1890. A special Extra 153 was run from Petersburg to Byrd Street using Petersburg Railroad 153, an 1870 Baldwin 4-4-0. Conductor Pace and engineer Flippin were among the crew who handled a train for Mr. F. R. Pemberton, who was the Vice President of the Chattanooga Southern Railway. This company, advertised as the "Pigeon Mountain Route," was a predecessor of the Tennessee, Alabama & Georgia Railway. The northbound trip ran as an extra, leaving Petersburg at 2:45 p.m. Southbound No.27 was at Manchester

Atlantic Coast Line M-2 class 2-8-2 826 is coming off the original main line near Richmond on March 12, 1950. This view is at the south end of the original main line at "FA" and shows the Belt Line curving off to the left. The train is moving south.

ACL M-2 class 2-8-2 826 is at Hopkins Road on the original segment of the Richmond Belt Line between Meadow and Clopton on May 6, 1950. This section of the line is now abandoned.

waiting on the special, and the two were both at the station for all of one minute, from 3:26 to 3:27 p.m. The special remained at Manchester for eight minutes and rolled into Byrd Street at 3:40 p.m., just three minutes before southbound local passenger First 39 departed for Petersburg.

Pace and Flippin, along with engine 153, quickly returned to Petersburg as the second section of train 39. There was no notation as to whether Mr. Pemberton was along for the ride. They departed Byrd Street at 3:53 p.m., ten minutes behind First 39, but didn't arrive at Petersburg until 6:33! The reason for the slow trip of more than two and a half hours was a rush of activity that hit the Chester area between 5:00 and 6:00 p.m. Second 39 sat patiently as local passenger 38, through passenger 78 and local passenger trains 35 and 36 came by. Evidently Second 39 spent most of this time in a siding south of Chester since it left there at 5:05 p.m., well before any of the other trains except 38 got there.

Freight Activity, Too

Northbound freight First 208 was nearing Washington Street and Second 208 was almost to Belfield when April 25th gave way to April 26th. The first section had engineer Johnson on Petersburg Railroad 154, and the second section had engineer Pillow on Petersburg 159. The two trains left Weldon at 9:15 and 10:15 PM on April 25th. Although the trains left Weldon only an hour apart, the distance between them soon widened because they didn't make equal time over the road. Second 208 stopped everywhere to switch, so while First 208 reached Byrd Street at 1:30 a.m., the second section didn't get there until 4:05 a.m.

Train 208 was the northbound version of the Atlantic Coast Despatch. The first section, which passed over the line quickly, took four hours and 15 minutes to cover 84 miles, an average of just under 20 m.p.h. The next leg of the trip for 208 was behind RF&P 4-4-0 10, and left Byrd Street at 2:00 a.m., half an hour after the first section's arrival and long before the second section made it to Richmond. This part of the trip ended at Quantico at 6:55 a.m., taking nearly five hours to cover the 81 miles, an average of only 16 m.p.h.

The two sections of 208 met no other trains on the ACL on April 26th, but southbound 91 wasn't so fortunate and spent much of its day dodging other movements. Petersburg Railroad 163, an almost new 1888 Baldwin, was on the point with engineer Ward doing the honors. Departure from Byrd Street was at 5:00 a.m. and the train took a full hour to reach Chester, only 13 miles out. A long delay followed as 91 had to wait until 6:55 for northbound passenger 14. At Petersburg, northbound freights 92 and 80 passed (80 was only ten minutes behind 92). Departure from Petersburg was at 8:07 (42 minutes late), and arrival at Washington Street was four minutes later after the one-mile run up the hill. South of Washington Street, work Extra 151 was passed (again, at a location not noted). Northbound opposite number 90 was on hand at Stony Creek when 91 pulled in at 9:35 a.m. and it left at 9:50, five minutes ahead of 91. Finally, time was lost in switching and waiting for passenger 23 to make its scheduled 11:30 stop at Belfield. No.91 left Belfield at 11:45 and finally reached Weldon at 1:13 p.m. after a trip of almost eight-and-one-quarter hours at an average of almost exactly ten miles per hour. It was an impressive effort nonetheless since the arrival at Weldon was on time; the train made up the 42 minutes it was late leaving Petersburg.

Interestingly, No. [illegible] in the May 1890 *Official* [illegible] which didn't normally show [illegible] stops at all stations between Petersburg and Weldon. The dispatcher's sheet, however, showed this train to be a freight! Was this a mixed train?

The northbound counterpart to 91 was No.90. Conductor Simpson and engineer Mills headed the crew. Power was provided by R&P 187, an 1887 Baldwin 4-4-0. Departure from Weldon at 6:07 a.m. assured meets with southbounds 91 and 23. The location of the meet with 23 wasn't noted, but apparently occurred between Stony Creek and Reams. Arrival time at Shops Yard (on the opposite side of the James River from Richmond) wasn't noted, but was around 2:00 p.m.

No.92 was a northbound freight running between Petersburg and Byrd Street. It left Petersburg at 7:53 a.m. with engineer Jones running Petersburg Railroad 158, an 1878 Manchester 4-4-0. The trip up to Byrd Street was short, taking 59 minutes for the 23 miles. For most of the trip, Jones was probably looking nervously to the rear of the train in case northbound freight 80 came into view; this train was only ten minutes behind 92 leaving Petersburg and had closed the gap to only four minutes at Manchester.

Freight 80 departed Weldon at 4:55 a.m., following passenger train 14 by ten minutes. Engineer McAllister was running Petersburg Railroad 164, an 1888 Baldwin 4-4-0. Number 80 passed southbound 91 at Petersburg at 8:03 and was into Shops Yard at 8:58. Elapsed time of just over four hours indicated an average of about 21 m.p.h

Then there was Extra 151. This work train was pulled by Petersburg Railroad 151, an ancient 1867 Rogers 4-4-0, the oldest locomotive to run on April 26, 1890. Not surprisingly, this train had low priority and it crept over the road after leaving Stony Creek, heading north at 7:49 a.m. It finally reached the end of its day at Manchester at 1:28 p.m. Along the way, southbounds 91, 23 and 33 and northbound 34 passed by during a three hour delay between Petersburg and Chester.

The normal Atlantic Coast Despatch afternoon southbound freight 209 was annulled this day on the ACL, but other southbound freights substituted. One of the first was unscheduled Extra 161 which left Byrd Street at 6:50 p.m. Naturally, the locomotive on this extra was number 161, another Petersburg Railroad Baldwin 4-4-0, this one being from 1887. It was a relatively uneventful trip with short stops for switching at many locations, notably 37 minutes spent at Belfield starting at 9:45 p.m. Arrival at Weldon was at 11:40 p.m.

The southbound counterpart of number 92 was 93, a Byrd Street to Petersburg freight. As with 92, the trip took only about an hour, starting at 7:33 p.m. The same locomotive and engineer that handled 92 were on 93, Petersburg Railroad 158 and engineer Jones. The conductor was Yager, who was working with his third engineer that day and who had

[illegible] been on the Byrd Street-Petersburg local passenger trains. It was a long day for Yager as well, making three round trips over the 23-mile segment starting at 8:25 a.m. No.93 reached Petersburg at 8:35 p.m.

Next out of Byrd Street were two southbound sections of No.81, getting under way at 8:45 and 9:45 p.m. The first section was in the care of engineer William Smith who was running Wilmington & Weldon 123, an 1886 Baldwin 4-4-0. This was the only W&W power used north of Weldon on April 26th. The second section had engineer Mills and R&P 187 again, these two having laid over in the Richmond area after having brought northbound 90 in around 2:00 p.m. Both trains were still on the road when April 27, 1890, began. At midnight, the first section had just left Jarratt and the second was working at Washington Street.

Last train of the day was local passenger 37, which left Byrd Street at 11:20 p.m. and arrived at Petersburg at five minutes past midnight, some three minutes late. Engineer Murphy was still going strong, as was his engine, Petersburg Railroad 155.

Over a century later . . .

Having acquired the train register that provided a glimpse of the Atlantic Coast Line in 1890, I decided to spend the same day observing trains on the same trackage — only a century later. Conveniently, it was also a Sunday. The weather forecast called for partly sunny conditions, so it seemed a good move.

April 26, 1998, was 108 years to the day after through passenger trains 27 and 78 met at Stony Creek at 4:32 p.m. It had been exactly 108 years since Mr. F. R. Pemberton made a fast trip from Petersburg to Richmond on a special train. Mr. E.D. Walker of Brooklyn, New York had been missing for 108 years, and had yet to appear on *Unsolved Mysteries.* On April 26, 1998, most Americans probably didn't know who Benjamin Harrison was. Richmond & Alleghany shares were selling for more than $22.00 as collectibles. The 1990 Census showed the country to have 249,632,692 people, almost exactly quadruple that of 1890. Bill Clinton was President of the United States. On April 26th, his nemesis, Special Prosecutor Kenneth Starr, was in the midst of proposing to compel Secret Service agents to testify in his apparently never-ending investigation. This news was relegated to the back pages of the local newspaper, at least for the time being. If Mr. E.D. Walker had turned up on April 26, 1998, about the only familiar things he would have seen were the fish he was after.

I started out early. As I drove toward the ACL, I tried to decide where to spend the day. As the sun came up, I finally settled on Emporia, the former Belfield. Early thoughts of going to Richmond, Petersburg or Weldon were dropped because the track arrangements there are completely unlike 1890. The Belt Lines around Richmond and Petersburg are now the only lines through the two cities, and at Weldon the track is on a completely different alignment. At Emporia, I figured, the track is at or near its 1890 location. There are good places to park near the track and wait without getting on the railroad's property. Reasonably convenient absolute signals at the Norfolk Southern crossing in town can give some advance warning of train movements. The NS line, the former Norfolk, Franklin & Danville, itself the former Atlantic & Danville, is usually sees service only on weekdays.

About an hour into the trip I was approaching Petersburg. To get to Emporia quickly, I bypassed Collier Yard and headed for Interstate 95. Just out of curiosity, I turned on the scanner and soon found out I'd made a big mistake. Two northbounds, Amtrak 52 (the *Auto Train*) and a freight whose number I couldn't pick up, were approaching the yard. They would be there before 8:00 a.m., and it was too late for me to get there ahead of them. I made a mental note and headed south on the Interstate, which was lightly traveled at that early hour.

The scanner remained busy as I raced across the flat Southside landscape, and it soon became apparent that a southbound was stopped at the south end of double track at Stony Creek. Since I was going in the same direction, this seemed to be a train worth looking at and pacing (or trying to pace) to Emporia. I took a back road that goes a short distance off the Interstate just north of Stony Creek and crosses the track near the absolute signals there.

I pulled up and spotted the southbound, which turned out to be general freight 405. In the lead was GE Dash 8-40C 7557. The trailing unit was more exotic — a faded and filthy Southern Pacific SD45, No.7507. The

ACL P-5-B class 4-6-2 1667 is southbound between Chester and Centralia, Virginia. The ACL crossed under the main line of the Seaboard Air Line at this point prior to the SCL merger. The SAL bridge has since been removed. This is the same location as the photo on page 48, but seen from the other side of the bridge.

GE U30C 7205 in Seaboard System paint (one of the South's most attractive — and short-lived — paint schemes) is leading C30-7 7089 and Chessie System (CSX) SD35 4550 northbound between Chester and Centralia in August 1988. By this time, CSX mixed units of its constituent roads indiscriminately so the presence of a Chessie unit isn't significant. At the right is one of the bridge abutments of the former SAL main line which crossed over at this point. This location is the same as in the photo on page 47, though seen from the opposite side of the SAL bridge location.

train was stopped north of the road crossing, a long distance from the signals. Stony Creek is one of those cases of "pin-the-single-track-on-the-railroad," where someone decided where the end of double track should be, either while wearing a blindfold or without taking into account the road crossing that would be blocked by the average stopped freight. I noted the time as 8:05 a.m., loaded film and waited.

It wasn't long before Amtrak 92, the northbound *Silver Star,* blasted by at 8:10. By coincidence, the lead unit on Amtrak 92 was Amtrak 92. After this, 405 didn't make a move so I guessed something else was coming. Again, the wait wasn't long. CSX 196, a pair of light engines, whipped by at 8:20. Later, I found out that intermodal 196 had dropped its entire train at Rocky Mount, North Carolina, and would complete its run to Acca Yard with just the power, the normal practice at that time. In this case the power was GP40-2 6143 and a B36-7.

After the light power went by, 405 got under way. The train was running unusually slowly, so, for a change, I didn't have any trouble keeping up with it. I managed a quick shot at the north end of Jarratt at 8:40. Since the train was still plodding along, I decided to try something different — a telephoto shot from the Route 301 bridge over the abandoned Virginian Railway grade at Jarratt looking west at the ACL. The train rolled past the former Virginian red brick depot at 8:42. It was a little too far away; I should've used the 300mm lens instead. Then I decided that if I really made good time, I could beat the train to the NS crossing in Emporia. As it turned out, I really made good time, but I couldn't beat the train which had finally speeded up. Not knowing if anything else was nearby, I decided to head further south to Skippers and shoot the train one final time at the Good Earth Peanut Company building, where it passed at 9:15 a.m.

By then it was already warming up, and it was clear this would be a hot, mostly sunny and hazy day. I waited at Skippers for a bit to see if anything else would show up. Shortly, I heard northbound piggyback 176 and a southbound I couldn't identify approaching. I headed north and pulled in at Trego, by the truckless caboose that serves as a local train register room. The southbound was already stopped just north of the crossovers and it turned out to be 195, the counterpart to 196. It had a GE widecab in the lead, but I couldn't tell what at such a distance. The train was identifiable by its unique consist; a long string of intermodal flats trailing a few tank cars. The signals on the west track were set for a northbound, obviously 176, to cross over in front of 195. The time was now 9:35. After shooting a few distant telephoto shots that showed the signals well and 195 poorly, I hurried north again to Emporia.

At Emporia, I set up on the east side of the NS crossing, the first time I'd looked at this angle. It looked good, so I waited there for 176. It rattled across the diamond at 9:50 with a B36-7 in the lead. Having passed through the switches at Trego and South Emporia at reduced speed, the train was accelerating through town, but still wasn't going very fast. Since I'd now reached the place I intended to go in the first place, I picked a spot to wait and watch. A good place turned out to be the parking lot of the Family Dollar store. On the east side of the track, it sports a good view in the morning and by parking on the west side of the building, I could be in the shade. While waiting, I killed time reading a history of China to help me understand that country before traveling there at the end of June in search of steam locomotives. A crow positioned itself on the roof of the Family Dollar and made a nuisance of itself.

Next was a southbound grain train. For some reason, Emporia has always been a difficult place for my scanner. It picks up transmissions from the south well enough, but often has trouble with those from the north. Too often I find the first signal call from a southbound that I can understand is "NS Crossing" or the frequently used substitute, "NF&D Crossing." None of the engineers call it "A&D Crossing." Since the diamond is only a block north of the Emporia station, this doesn't give a photographer much time to get set up. In any case, the reception was poor on this day and I couldn't pick up the train number. The train rolled by quickly with Dash 8-40CW 7658 and another widecab in the lead, the grain cars rocking back and forth. It had broken an hour long wait by showing up at 10:55 a.m. Northbound S176, a second section of 176, appeared at 11:25. Moving fast, it was an odd looking train with one B36-7, 5871, pulling a long string of mostly empty Trailer Train flats.

At this point I got a little bored, so after lunch I decided to relocate at Trego, five miles south of Emporia. On the way I passed the northbound *Silver Palm,* Amtrak 90. There was no way I could get a photo, and even noting the passage of the train and time was a challenge while driving. I guessed the train would be at Emporia about 12:30 p.m.

Trego was just as hot and stuffy as Emporia, and at first there wasn't much action. Northbound general freight 410 was first up at 1:00 p.m. In the lead was a pair of SD40-2s leading a Conrail GE. Then, at 2:12 the *Carolinian,* Amtrak 80, eased by. Pulled by Amtrak GE No.6, it was running on an approach signal, indicating a stop at South Emporia. Talk on the radio made it clear that 80 passed its opposite number, 79, at the end of double track at South Emporia. Sure enough, 79 passed Trego at 2:20, just eight minutes after 80. As 80 came by on the east track, the signal on the west track went to approach for another northbound. I heard the next northbound calling signals as W067 and wondered what it was. Hopes for something unusual were dashed as it turned out to be a ballast train with SD40-2 8334 as the only unit. It was by Trego at 2:25.

There was now a lull in the action, so I took a quick drive down to Garysburg. I found only red signals there so I headed back

...ia to spend the rest of the day. As I ... in at 3:37, southbound 415 was passing through. I parked on the west side of the track by the station and shot 409 coming by at 4:01 with a pair of GP40-2s running elephant-style leading. I moved to the NS crossing for the next three southbound trains. These were Amtrak 89, the *Silver Palm,* at 4:10 and then two freight trains I couldn't identify. First was a general freight at 5:14 with GP40-2 6236 leading. An intermodal followed ten minutes later.

Then came the dead time. For almost two and a half hours there were no trains. Ordinarily, I can't sit still with nothing to do for more than three hours, so this was getting close to my limit. It was also starting to get dark. I managed to tough it out until the next train arrived about 15 minutes before sunset. This was the southbound *Auto Train,* No. 53. A minor comedy ensued at Fox, the end of double track north of Emporia, as 53 raced by southbound 405 at 7:30. The engineer on 405 called out, "Marker flashing on the rear". On 53, the engineer obviously expected to hear something else and responded "All right, you do the same." Incidentally, this was the second 405 of the day. The 405 with the Southern Pacific unit had started out a day earlier than this one. No. 53 went by Emporia at 7:34 p.m. Talk on the radio indicated that the floodgates would now open, as 53 passed northbounds 406 and 414 at Trego, in addition to 405 at Fox.

Before the freights could get under way, though, the southbound *Silver Star,* No.91, would have to slip through. This took place at 7:48, just 14 minutes after the *Auto Train.* The *Silver Star* had only one unit this night. After No.91 (P091 to CSX) passed through, the hottest southbound intermodal on the line, 175, sailed by at 7:58. Three trains in 24 minutes, and that was only the beginning!

At last, after 175, it was time for the stopped trains at Fox and Trego to get under way. General freight 405 went first, making four southbounds in a row. It went by at 8:10. This train had to set off two units at Trego for use on the local to the quarry on Monday. The two units were facing in the same direction, so the crew from 405 had to turn one unit on the wye to get the power arranged properly. To make matters worse, neither unit had a radio, so a trainmaster had to bring one from Rocky Mount, the next division point south, to get the units ready. After 405, northbound 406 came at 8:27. This general freight had four units including a GP40-2 and slug set. No.414 followed close behind at 8:42, with a pair of GP40-2s and an SD40-2. Both trains passed southbound T460 at Fox. Once they cleared, T460, a southbound coal train, went by at 9:10 with CSX 10 and 135 in the lead.

After T460 the scanner went quiet. It was hardly a surprise, since seven trains had passed Emporia in less than two hours. I now assumed it would be quiet for some time, perhaps for the rest of the day, so I headed back north. On the way home I passed one last train, southbound 413, at Jarratt at 9:38 p.m. This was a massive beast with five units and 125 cars. The train crew was talking to the dispatcher about making a pick up at Weldon on their way to Rocky Mount as I passed them in the darkness.

In Contrast

All told, April 26, 1890, was a busy day on the Atlantic Coast Line. Not including Work Extra 151 which started the day at Stony Creek, there were 24 trains running between Byrd Street and Petersburg, of which exactly half also covered the line south toward Weldon. One northbound was already past Emporia (Belfield) before April 26th started, and one southbound didn't make it there before April 26th ended. Therefore, ten trains passed Belfield in the 24-hour period of April 26, 1890.

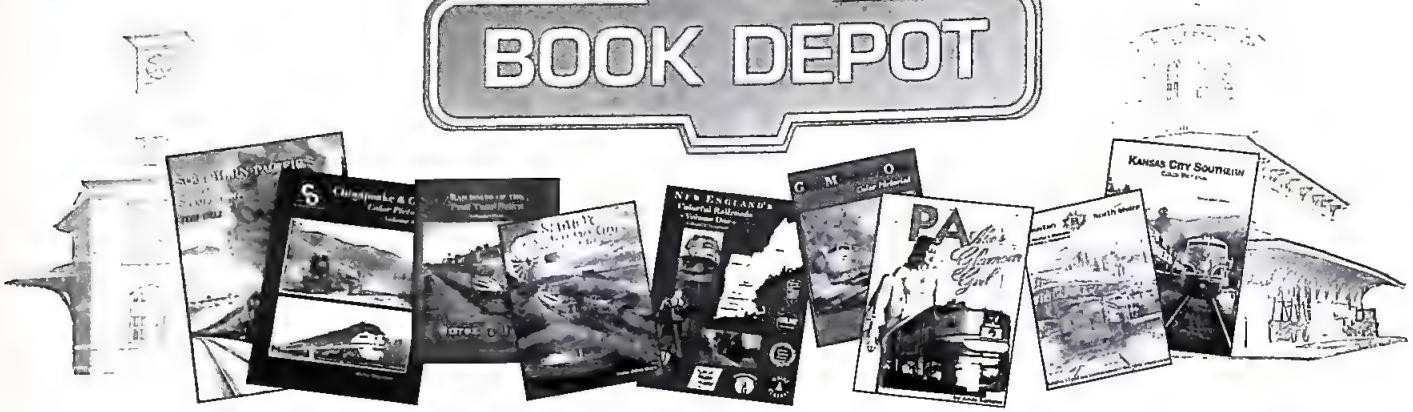
Passenger trains in 1890 consisted of six or seven cars. The number of cars on freight trains on the ACL wasn't available, but similar trains on the RF&P averaged about 20 cars. Every train was pulled by a 4-4-0, mostly products of the Baldwin Locomotive Works of Philadelphia. Speeds were low with even the fastest trains averaging only about 35 m.p.h. Nevertheless, fast running between stations was possible, and the times shown indicate that an average of 50 m.p.h. was occasionally reached by through passenger trains. This was offset by slow running in certain areas, particularly between Byrd Street and Chester and in Petersburg.

April 26, 1998, had also turned out to be a very busy day. I saw 25 trains and missed at least four others, including the northbound *Auto Train* and the northbound freight I heard on the radio approaching Collier Yard early in the morning. The other two were the northbound and southbound Amtrak *Silver Meteors,* which ran in the middle of the night. There may well have been others I knew nothing about. All 29 trains passed Emporia. Of that number, ten were passenger and 19 were freight. In 1890, only ten trains passed Belfield, four passenger and six freight. The contrast between the trains themselves was even greater. In 1998, all the trains were both longer and faster than their 1890 counterparts.

Emporia, Virginia, is one place where railroading today is more intensive than it was 108 years before.

C&O SD40s 7531 and 7550 are joined by B30-7 8237 and a Family Lines SCL caboose on the point of this southbound headed toward Portsmouth passing Centralia, Virginia, in February 1982. Immediately after the merger of Seaboard Coast Line and Chessie System, a pair of trains started running from Richmond to Portsmouth, Virginia, over the Seaboard Coast Line to handle traffic that was formerly barged across Hampton Roads harbor on car floats. These trains acted as extensions of C&O trains 90 and 91 between Chicago and Newport News. They covered the old ACL from Richmond to Weldon, North Carolina, and then turned east for a trip on the old SAL to Portsmouth. Initially there wasn't a wye at Weldon, so the power had to run around the train there before entering the old SAL. Since cabooses were still required in Virginia, the trains carried cabooses on both ends to speed up the run-around. The track branching off to the right is the connection built by SCL right after the merger to join the old ACL and SAL main lines at this point, with much of the SAL from Centralia to Petersburg being abandoned.

BOOK DEPOT



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On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

"The Prototype" to Take in Two

A FRIEND, WHOSE REGALIA and accompaniments attest to his authenticity as a railfan, whom I have nicknamed "The Prototype," hailed me at a recent meeting of our model railroad club. Knowing of my interest in dinner trains, he wanted to share with me one of his planned excursions.

This man has earned the moniker "The Prototype" because he is the very model of railfandom. Unobtrusively knowledgeable, he politely informs, even corrects, admirers and others who cross his path — he has no known detractors. Prolific with a camera, he can call up an astonishing 18,000 slides using an aging and carefully harbored Bell & Howell projector, or parse among more than 5000 prints.

Widely traveled, he can adopt a low profile or, when decked out in full array, be easily spotted. "When I'm in full railfan mode," he quips, "I don my vest adorned with more than 200 patches. I strap on four cameras, then select one of my 45 railroad baseball caps. I place my scanner in my hip pocket and run its wire antenna down the back of my leg so it's out of my way, and use an earphone so as not to disturb others. I stuff a current timetable, a loco roster, and maps in my breast pocket." Then, with a good humor that sells this pastime to everyone he encounters, he sets off to enjoy yet another run-by, excursion or rare-mileage trip.

In conversation this night, he was waxing enthusiastic about a trip he'd recently completed to New York's Southern Tier by way of Pennsylvania's Northern Tier. Equipped, as always, with the *Guide to Tourist Railroads and Museums*, and with R&R's June issue and its "Annual Guide to Dinner Trains," he determined that he could ride the Tioga Scenic Railroad out of Owego, New York, and the Tioga Central Railroad out of Wellsboro Junction, Pennsylvania, in the same weekend.

And the weekend he chose was an example of the kind of good fortune The Prototype seems to enjoy. He arrived in Owego in time to enjoy one of the line's two-hour meal excursions. From July through October, the Tioga Scenic operates lunch trains every Saturday at 1:00 p.m., *Evening Express* dinner trains on the first and third Saturdays at 6:00 p.m., and a dinner train every Sunday at 1:00 p.m. All runs operate over the Owego-Newark Valley line of fallen flag Lehigh Valley.

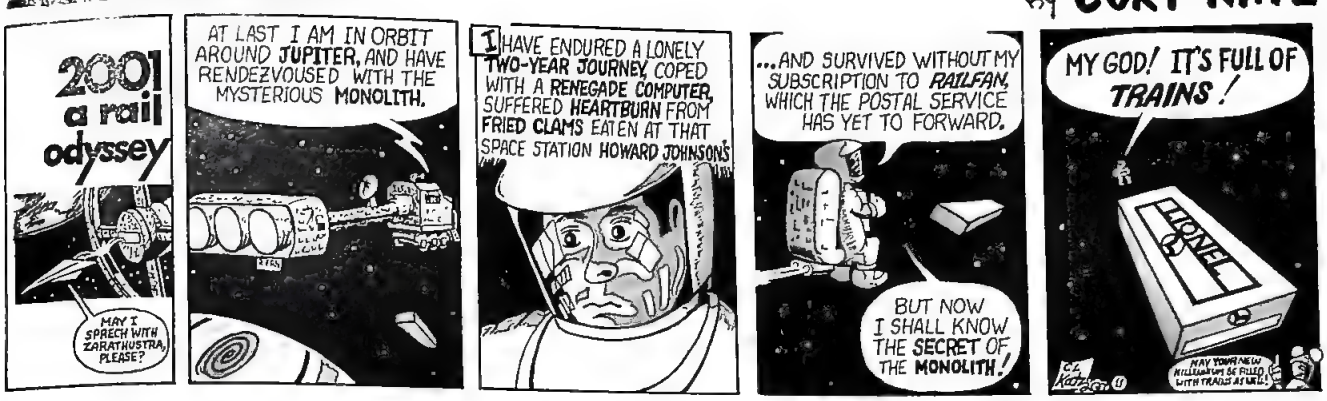
"Two things made this special," says The Prototype. "First, there are three prices for meals: Low, lower, and lowest." He chuckles. "There's a $29.00 dinner, a $23.00 lunch, and a $15.00 'Ole Time Favorite' lunch, and the 22-mile train ride's included. I had the $15.00 'Hand Cart,' and when they say a 'Jumbo Hamburger,' they mean 'Jumbo.' It came with Hobo Stew made of veggies and meat — the conductor said the meat was 'whatever the freights hit last night' — potato salad, a dill spear, cookies and ice cream for dessert, and an after meal mint. There was linen on the table. The servers were attentive — my water carafe was never less than half empty. And the run was straight and leisurely."

The brochure he picked up tells of equally lavish lunches and dinners, each offering a choice of four entrees. "Even better," The Prototype says of his experience, "was the relaxed atmosphere. I've ridden a lot of lines. This one is the nicest. Everyone was calm and peaceful. The attitude seemed to be, 'We're just going to take a little ride out to Newark Valley. You want to come along?' Then off we went up the east branch of Owego River."

The drive home found The Prototype in Wellsboro, Pennsylvania, about 75 miles from Owego, riding the Tioga Central Railroad's excursion. Boarding at Wellsboro Junction, three miles north of Wellsboro on Pennsylvania State Route 287 where two former New York Central lines came together, he found the train which included the line's newest acquisition, the dining car *Norris Brook* from the defunct *Broadway* dinner train in Nashville, Tennessee.

The Tioga Central Railroad, operating in

Tioga Scenic's Green Car *diner is shown at Owego, N.Y. (below). Power for the Tioga Central dinner train is fomer Delaware & Hudson RS3m 506, a former Bicentennial unit (opposite).*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by CURT KATZ
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...AND SURVIVED WITHOUT MY SUBSCRIPTION TO RAILFAN, WHICH THE POSTAL SERVICE HAS YET TO FORWARD.
BUT NOW I SHALL KNOW THE SECRET OF THE MONOLITH!
MY GOD! IT'S FULL OF TRAINS!
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one of Pennsylvania's most rural counties, keeps its prices low, too — pegged at $40.00 for 2001 — to attract the local population. And its schedule for the coming summer, already posted on the internet, will see the *Norris Brook* in full service, joined by the kitchen/dining car *Crooked Creek*. The menu, as before, will highlight full meals from great passenger trains of the past.

"I even found the perfect place to stay the night," he says. "The Sunrise Motel in Owego, New York. The rates are reasonable (Rates for winter 2000: one person, $43.00; two people, $49.00; three people, $54.00), and just 200 yards from the front door, the ex-Conrail, now NS, Southern Tier line is busy with trains."

"So here's my plan," says The Prototype. "This summer I'm going to make reservations for the Tioga Central's Saturday evening dinner train," — he'll call 570/724-0990 or go to *www.tiogacentral.com* on the internet — "book a room Saturday night at the Sunrise Motel (607/687-5666), and reserve a space on the Tioga Scenic's Sunday Dinner Train (607/687-6786 or *www.tiogascenicrailroad.com*). I'll be able to head home by 3:00 in the afternoon, unless I encounter some rail action."

Make your plans to spend a weekend in one of the few spots where you can ride two dinner trains on the same weekend. And who knows, you just might meet The Prototype. You'll know it if you do.

Care to join me? Plans for the rail tours I will host in the summer of 2001 are now complete. In the hopes that I'll meet some of you on board, here's the skinny: As a lecturer, I'll be on board the *American Orient Express* for the May 10th-15th run of the *Pacific Coast Explorer* from Los Angeles to Seattle, and again on the June 29th-July 5th run that tours the national parks of the West, leaving Phoenix enroute to Salt Lake City. Then, from July 11th to 21st, I'll host a run of Holiday Vacations' popular *British Columbia by Rail* tour, out of and back to Vancouver, including rides on BC Rail's *Cariboo Prospector* to Prince George, and VIA Rail's Skeena to Prince Rupert. For more information, call the AOE toll-free at 877/854-3545 or go to *www.American OrientExpress.com* on the web, and call Holiday Vacations toll-free at 800/826-2266.

Calling all dinner train operators: Plans to hold a second Dinner Train Operators Conference have been drawn up. This year, at the request of owners who already plan to attend the Rail Passenger Car Alliance meeting in Bradenton, Florida on January 11-14, 2001, the get-together is planned in Fort Myers, Florida, Wednesday and Thursday, January 10th-11th.

Hosted by Gordon and Susan Fay of the Seminole Gulf Railway, the meeting will kick off aboard the Seminole Gulf Railway's dinner train, leaving from the road's Fort Myers depot at 5:00 p.m. on January 10th. A business meeting will be held from 8:00 a.m to 4:00 p.m. on January 11th, allowing interested parties sufficient time to get to Bradenton for the RPCA meeting. For more details, contact Susan Fay at 941/275-8487.

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by JIM BOYD

Changing Times — Changing Needs

THIS IS NO LONGER the world I grew up in. I'm not complaining (much), but just observing. And my photography is serving a different purpose today than it did in 1965. The cameras and films are much better now, with some even more amazing stuff on the horizon, but the subject matter is becoming less and less appealing to me.

In his new book of paintings, *In the Traces*, artist Ted Rose says that I have more fun being curmudgeonly than he does. This particular column might at first seem to confirm that, but it's something for all railfan photographers to consider as they plunge headlong in their pursuit of the ultimate train image.

Although I spent a quarter century of my youth being convinced that I'd been born too late and "just missed it" in the form of regular service steam, I now realize that I was living in one of the most colorful and interesting times in the long history of American railroading. On any weekend I could venture out with my Pentax and Ektachrome-X and capture E-units and Alcos and trains of ice reefers and reeking stock cars and more 50-ton twin hoppers than you could ever imagine. I had a couple of years of photography school and had mastered the basics of composition and exposure. The rest was just a matter of digging out interesting subjects. When they got in front of me, I could usually do a reasonable job of capturing the image in almost any weather, day or night. I learned my craft from friends like Parker Lamb and Mike Schafer, and devoured the images of Hastings and Shaughnessy and Olmsted in magazines and books. From each, I learned a trick or two and became my own biggest fan and severest critic.

Sound familiar? Change the calendar and geography, and it fits nearly every railfan photographer I have ever met. The names and places change, but the scenario plays out pretty much the same. You get interested and inspired and explore and learn. Pretty soon you've developed your own preferences and style.

I was generally a lazy photographer. Photography was just a tool to get the image and "capture" the subject. My motto to this day is, "photography would be a lot easier if you didn't have to mess with cameras." I was never a camera or lens maven, preferring manual Pentaxes and Nikons, and was far more fond of wide angle lenses than "big glass" teles. To this day, I am far more an admirer of the wide-ranging talent of a Ted Benson than the relentless one-note-samba tele-mashers who seem compelled to develop their own personality cults of "creative" photography that all ends up looking alike. (See what Ted means by "curmudgeonly?")

From my years as editor of R&R, I learned that it's often more fun to use and present other people's work than have to "get it all myself." I could appreciate the distinctive style of Bruce Kelly without having to match him step for step on a climb to a scenic mountaintop. I found that I often had a greater appreciation for works that were different from my own personal style, though I could also admire someone who played my own game and did it better than I did. That's the fun of being an editor.

So what does all this have to do with today's photography? Everything. My message is hidden in "I . . . became my own biggest fan and severest critic." I set about taking pictures of things that interested me, not trying to outdo someone else's work. But I also compared my work to that of others and adopted the best of what I observed. I looked at my own stuff with a critical eye and was willing to acknowledge when I'd "blown it." But that became an exercise in learning and improvement, and the "blown its" became fewer and farther between.

Early on, I realized that this obsession with trains could become either a destructive addiction or a healthy exercise. I made a conscious effort at about age 22 to turn photography into something positive, and became a fledgling journalist. My photography was more "pictorial documentation" than "artsy creativity." The clean, clear technical images would be far more marketable in the future. I tended to concentrate on locomotives and trains in "contextual" settings, both industrial and scenic, but also did a lot of roster shooting.

Fortunately I guessed right, and am now "mining" my slide boxes for books and magazine articles. In the world of CSX and Norfolk Southern, my "casual" railfanning has dropped way off, since I don't anticipate having any real use for the stuff that's around today. When the need presents itself, however, I can jump right back into it, like I did in 1997 when I realized I couldn't tell an SD60M from an SD70M from an SD75M and ended up researching and writing a two-part article on "Sorting out the Super Cabs." That resulted in some interesting linesiding and picture-taking. Needs change, and my recent ventures have been seeking out more mundane things like FREDs, grain hoppers in flour mills, and container ships for book projects.

Therein lies the potential for today's photographers. If you can't handle one more black Super Cab at Pattenburg or yellow "convertible" in Feather River Canyon and can't keep up with the Joneses (or Hemphills or Sanderses or Kellys) with bigger and bigger teles, try photographing where all those freight cars are coming from or going to. Ever shot a stack train being loaded or a plastic pellet hopper being unloaded? Ever gotten a really good shot of a FRED? Ever shot a computer printing out a switch list in the cab of the local's GP38? Ever gotten a picture with your super-tele of the dust cloud behind the glint-lighted police car coming to throw your butt off the property? Today's railroading is full of possibilities. But yesterday really was better. Now, where are those slides of the L&N E6s on the *Pan-American* at night at Mobile?

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The Life and Times of a
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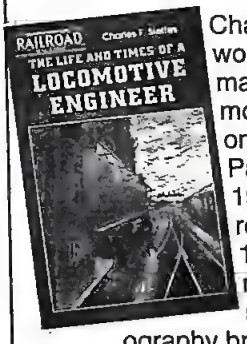

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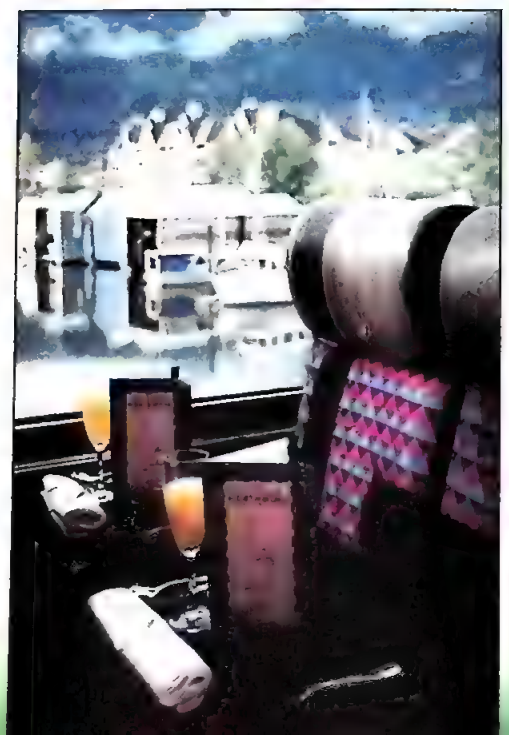
The Whistler Northwind

by Tom Savio

IT'S SAFE TO SAY that the British Columbia Railway has more rail adventures to offer the train traveler and railfan than any other North American railway. The new Whistler Northwind is BCR's most recent rail experience, joining the Cariboo Prospector RDCs, the Royal Hudson steam and diesel excursions, and the Pacific Starlight dinner train, along with their fast piggybackers and the Tumbler Ridge electrics.

Unfortunately, the *Whistler Northwind* story begins with the winding down of the Tumbler Ridge coal trains in BCR's far north. Prices for Canadian coal are down, due in part to the success of Queensland (Australia) Railways' Imperial gauge (3'-6") heavy-haul electric coal trains. So, BC Rail decided to capitalize on something they have that's found nowhere else in the world — the awesome railside vistas along Howe Sound, Cheakamus and Fraser Canyons, Olympic-class skiing at Whistler, and the pristine prairies of the High Cariboo south of Prince George.

The success of the gourmet *Pacific Starlight* dinner train over the past three seasons convinced BCR management that there was a serious market for upscale rail travel with a longer itinerary. Of course, the BCR's relatively short 462-mile main line meant that it could not be a deluxe overnight train a la the *Orient Express*. So, the new train would tie up at Whistler and continue on through the scenery to Prince George two days later, after stopping overnight at Pemberton. At Prince George, optional packages include rail tours with VIA and Rocky Mountaineer. Southbound journeys have a slightly different itinerary.



Whistler is one of the very top skiing venues on the continent, with several five star hotels that partner with the railroad. It is also a contender to host a future Winter Olympics. After researching other deluxe daytime rail services in North America, including the *Coast Starlight*, Alaska Railroad, and even the ill-fated *Florida Fun-Train*, a contract was signed with Colorado Railcar (Rader) for three new single-level, glass-roofed coaches for Panorama level service, and one glass-roofed ultra deluxe coach for Summit class service.

Panorama service includes at-seat dining. Summit class service includes the exclusive use of the dining car and an observation car. The diner is a two-unit kitchen and dining car set from the 1953 Union Pacific *City of Denver*, and the 1939 observation car *Bay Biscayne* is from the Florida East Coast's streamlined *Henry M. Flagler*.

Motive power will be a specially-

Clockwise from right: **Restored Canadian Pacific FP9 No. 4069 powered the *Whistler Northwind* press run on October 28; a passenger waits on the platform at Whistler for the *Cariboo Prospector*; place settings await hungry passengers in the Panorama car at Squamish; and the rugged scenery of Howe Sound is reflected in the *Whistler's* windows.**

PHOTOGRAPHY BY TOM SAVIO

liveried General Electric B39-8. The train's golden brown paint scheme reflects the warm colors of the grassy Cariboo. Service will begin in May 2001 and end in October. Fares will be range from approximately US$667.00 to $917.00, double occupancy, depending on class of service and dates of travel.

On October 27th and 28th, 2000, this new gourmet dining and touring train was introduced to the press with a unique three-leg tour over BC Rail, spotlighting three of its passenger services. The press boarded a special run of the *Pacific Starlight* dinner train at the North Vancouver terminal. They rode to Whistler, spending the night at the Westin Whistler Resort and Spa. The next day, a two-car Budd RDC special took the group back to Squamish, where the new coaches of the *Whistler Northwind* were boarded for a super-scenic luncheon along Howe Sound back to "North Van."

During the two-day press tour, the *Starlight* and *Northwind* segments were hauled by former Canadian Pacific FP7A 4069, restored by the West Coast Railway Association for its museum at Squamish. No. 4069, along with former CPR 2-8-0 No. 3716, will power BCR's "Royal Hudson" excursions while its namesake streamlined steamer undergoes a major overhaul.

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AMERICA'S COMMUTER RAILROADS are part of a rapidly growing public transportation area, and major capital investments are in process. The Long Island Rail Road has begun the installation of new bi-level coaches, and it also expects to replace its multiple unit electric fleet, starting with 226 new M-7 cars from Bombardier. There is an option for 808 more cars, some of which are likely to be shared with Metro-North. Long Island has embarked upon a major installation of new concrete ties and welded rail, as well.

New Jersey Transit is currently involved in the purchase of 33 diesel locomotives, 24 electric locomotives and 200 rail cars. A significant increase in patronage over the last decade is the reason behind this massive purchase. Since 1996 alone, rail patronage has increased 20%.

Between Miami and West Palm Beach, Florida, the Tri-County Commuter Rail Authority is moving more than 2.5 million passengers each year. Tri-Rail's on-time performance has improved, thanks to the installation of double track, and ridership is expected to continue to expand. The railroad has increased advertising and shuttle bus connections.

In Philadelphia, the Southeastern Pennsylvania Transportation Authority is adding ten more cars to its push-pull fleet. SEPTA is also adding 1400 parking spaces and making station improvements. Proposed expansion includes the Schuylkill Valley Metro that would offer rail service between Philadelphia and Reading as a joint effort between SEPTA and the Berks Area Regional Transportation Authority. Also in planning is the cross-county corridor, a new rail transit service through Montgomery, Chester and Bucks Counties. The line would serve King of Prussia and Norristown, and would provide service to shopping, residential and employment centers along a 52-mile corridor.

Altamont Commuter Express offers only two trains each way every day between Stockton, California, and San Jose, but it is attracting large numbers of riders, and additional trains are in the planning stage. The commute from low-cost housing areas in the Stockton region to jobs in Silicon Valley is attractive to many people who are spending up to four hours a day traveling round-trip by automobile.

In New York, Grand Central Terminal offers four new entrances, making it easier to get to and from the trains, especially for patrons headed to destinations north of the terminal.

In Chicago, Metra continues to upgrade its passenger services and plans to expand the service by adding to ends of existing routes. NICTD's South Shore Line hopes to begin construction soon of a new, high-level platform station in East Chicago. The South Shore is also expanding parking at its new Hammond station.

Meanwhile, cities around the country, such as Fort Worth, Denver and Kansas City are beginning to plan commuter rail operations. Nashville, Tennessee, is also apt to join this group, along with Atlanta.

Rail service to Kennedy Airport

A single-seat ride between John F. Kennedy International Airport on Long Island and Manhattan has been a lovely dream. Now under construction, the AirTrain is to begin operation between JFK and the Long Island Rail Road Jamaica station in 2002 or 2003. It will not offer a one-seat ride; at Jamaica, passengers will transfer to an LIRR train to reach Manhattan. The AirTrain is propelled by linear induction, and is not compatible with other subway or rail lines in New York. American Airlines is strongly opposed to the AirTrain, and is pushing hard for a single-seat ride between Manhattan and the airport, with a 25-minute travel time. The Port Authority of New York and New Jersey abandoned the one-seat ride idea in 1996 as too expensive.

Now the one seat ride idea is being pushed by the Pennsylvania Station Redevelopment Corporation, a subsidiary of the state economic development agency. American Airlines recommends that the Port Authority and the air carriers at JFK work with the PSRC, and that a major airport operator, such as BAA PLC or Schiphol Group build the rail connection. To pay for the project, American and its partners, would take long-term leases at the new Penn Station being constructed in the James A. Farley Post Office building, located across Eighth Avenue from the current site of Penn Station. Airline passengers could check in at Penn Station just as if the they were at JFK itself.

It would be a major convenience for airline passengers to have a one-seat rail ride between Manhattan and JFK; schlepping bags around Jamaica is not the stuff dreams are made of. Many thanks to George Fletcher for the news.

Rail Expansion in L.A.?

In 1998, the Los Angeles County Metropolitan Transportation Authority declared a moratorium on all rail projects, and a public referendum halted construction of new subways. Now, a surplus in the state's coffers is attracting attention.

The MTA is examining a light rail or bus transitway from Union Station to East Los Angeles. The proposal includes an

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

investments planned

underground segment beneath Boyle Heights. Additional money may be forthcoming for rail improvements in the mid-city and the San Fernando Valley, where busways would probably be explored first. The proposed Valley Busway is expected to cost about $300 million. The expenditure for the eastside rail or busway lines would be $704 million. Thanks to John Allen Lee, Frank R. Bauer, Martin Gombert and Douglas I. Duncan for the information.

MFSE problems in Philly

In Philadelphia, SEPTA's Market/Frankford Subway Elevated is the busiest line in the city, carrying more than 100,000 riders each day. To provide good service, equipment must be dependable. The late 1950s-vintage Budd cars on the line needed replacement. SEPTA finally received its entire fleet of 220 new cars from Adtranz, after months of delay between January 1997 and December 1999.

In February 2000, car inspectors found cracks in the wheel assemblies of eight cars. A potentially dangerous wheel assembly axle housing was also found on one train. At about the same time, a SEPTA commuter train was stopped when one of its wheels split in half. It was also discovered that the doors on the new rapid transit cars had defects. Sometimes the doors would not open or shut. As if that weren't enough, the padded seats on the new subway cars have been coming apart. The seat frames are so weak that they bend under the weight of passengers. The cushions have torn away from the seat frames, and the cloth covering the seats is dirty and coming off in strips.

That's not the only trouble SEPTA is having; it has been disgraced by the legal department. A young boy had his right foot torn off by an escalator on the Broad Street subway line. The SEPTA legal team countersued the mother of the boy, and then covered up documents when the lawsuit came to trial late in 1999. The legal eagles at SEPTA blamed the single mother of five for the accident. Key accident reports were withheld from the family's lawyers. As readers would expect, the news media had a field day with the story. Many, many thanks to N.R. Seidelmann for the information.

Commuter service in Texas

Several years ago, Dallas Area Rapid Transit began commuter service to South Irving. Starting on September 16, 2000, DART's Trinity Railway Express began a new commuter service between the outskirts of Fort Worth and Dallas Union Station. It will not only haul commuters back and forth between jobs, shopping and personal business, but also provide service to the Dallas/Fort Worth airport. Local transportation officials hope that this major step forward in public transportationwill help bring the 2012 Olympics to Dallas.

Fort Worth's Tarrant County ran free commuter rail rides from its stations during September. The two downtown Fort Worth stations are not scheduled to open until October 2001. Particularly important are the shuttle buses from the CentrePort/DFW airport station, located south of the airline facility, into the airport. Shuttle buses serve the airport terminals, major employers and businesses in the CentrePort area, and provide general circulation. Upon the startup of the rail service, American Airlines began running an employee shuttle to the station. The airport operates two shuttle bus routes, one to the terminal

JOSEPH M. CALISI

THE NEW YORK YANKEES 2000 "Subway Series" victory parade through the "Canyon of Heroes" featured Kawasaki R-62 subway car number 1415 on a float as part of the October 30, 2000, festivities. The 51-foot stainless-steel subway car was designated as the No.4, just like the IRT Woodlawn subway line that passes by Yankee Stadium in the Bronx.

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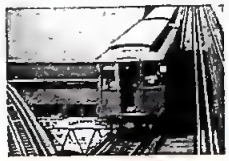

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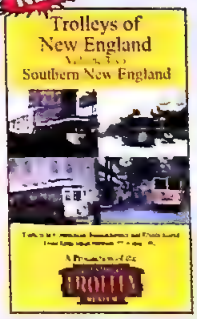

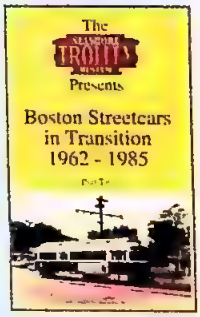

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facility and one to employee areas. Thanks to Mike Murray for the information.

Flashes

The Southern California Association of Governments seeks Federal aid for a magnetic levitation system connecting various parts of the **LOS ANGELES** region to Los Angeles International Airport. The former March Air Force Base near Riverside and Ontario InternationalAirport would also be linked by the system. Thanks to Frank R. Bauer for the news.

Construction of the 34-mile, diesel-powered light rail line in southern **NEW JERSEY** from Camden to Trenton will get under way shortly. The light rail service will follow the route of the Conrail line between the two cities. Joe Thornton supplied the information.

In Chicago, the **RED LINE SUBWAY** under State Street will get a thorough cleaning, according to John Woodlock. In addition to the cleaning, the block signal system that has been used since 1943 will be replaced with automatic train control and cab signals. The State Street subway will be closed on Sunday mornings from midnight to 9:00 a.m. in order to carry out the signal system work. Power washing will take place while the signal work is being done. Red Line trains will operate on the Northside and Loop elevated structures while the State Street subway is closed. Shuttle buses to the El stations will provide service for those who would normally use the subway.

From Chicago, Steve Scalzo sends the long-awaited news that redevelopment of the **METRA RANDOLPH STREET STATION** is about to get under way. When the station work is completed, in addition to new ticketing areas, there will be a waiting room and a retail area. Late 2001 should see the completion of the work on the station that serves Metra Electric and the South Shore.

The **PENNSYLVANIA TROLLEY MUSEUM** (One Museum Road, Washington, PA, 15301, 724/228-9256; *www.pa-trolley.org*) reports that funding is in place to complete the rehabilitation work on Red Arrow cars Nos. 64 and 66. PTM President Robert L. Jordan notes that corporate sponsorship is being sought for some other restoration projects.

Writing from San Bernardino, Joe Immler says that **METROLINK** commuter rail service on the San Bernardino line passed the 10,000-passengers-a-day mark twice last March. The high cost of gasoline is expected to be a major stimulant to ridership, but the hassle of driving the 56 miles between San Bernardino and Los Angeles is undoubtedly a factor.

The **NEW YORK TRANSIT MUSEUM** (at the corner of Boerum Place and Schermerhorn Street in Brooklyn Heights, 718/243-8601) is sponsoring a series of walking tours. The No.7 line has been designated as one of 16 national Millennium Trails by First Lady Hillary Rodham Clinton and U.S. Transportation Secretary Rodney Slater. Walking tours along the No.7 and other lines are an interesting and exciting way to better understand the New York rapid transit system. The transit museum's mailing address is 130 Livingston Street, 9th Floor, Box E, Brooklyn, NY 11201.

The 1999 extension of the **LOS ANGELES METRORAIL** subway to Hollywood and Vine did not produce the expected increase in ridership. Initially, ridership stood at about 40,000 riders each day, and patronage was expected to grow to 80,000 after the extension. Ridership as of March of 2000 was about 60,000. Not rerouting express buses from the San Fernando Valley to feed into Red Line stations is thought to be the main reason for the shortfall. Thanks to Frank R. Bauer for the news.

Major battles are expected in the attempt to link Bethesda and Silver Spring along the **GEORGETOWN BRANCH** of the former Baltimore & Ohio. The NIMBY crowd has put thumbs down on this project for a number of years. Now, it appears it will take a fight in the Maryland General Assembly to get the project under way. Thanks to John J. Hanlon for the news.

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DM&E and its environs

THE FOLLOWING are some odds and ends of information that are related to Andy Cummings' story on the Dakota, Minnesota & Eastern. Andy offers these tidbits:

The Owatonna interchange: When Chicago & North Western sold the Waseca line, they did not want DM&E to interchange with other railroads. Wherever DM&E crossed another railroad, C&NW held onto a mile or two of the line, and DM&E received trackage rights over it. C&NW never operated the line after DM&E took over, but if DM&E wanted to interchange with the railroad they crossed, they'd have to pay a steep fee to the C&NW.

Looking at the map, you'll notice that the DM&E main line is owned by Union Pacific for about a mile either on side of the I&M Rail Link diamonds at Owatonna. There is an interchange track between the DM&E and I&M there, but it hasn't been used in ages. The UP Spine Line runs underneath the DM&E and there is no wye track to connect the two lines.

Lines west of Winona: The entire Chicago Great Western branch line empire in Minnesota was an amalgam of various lines built primarily in the 1880s, after the C&NW and Milwaukee Road predecessors had built their lines. The Winona & Southwestern was taken over by CGW in 1900, if memory serves me correctly. Also at about that time, CGW took over a railroad called the Duluth, Red Wing and Southern. Forget the Duluth part; they never got near Duluth. They ran for about 25 miles between Red Wing and Zumbrota. When CGW bought this line (which was built in 1888), they decided to connect it to the W&SW by building a short connector between Zumbrota and Rochester.

CGW also owned a line between Red Wing and Mankato that ran through Randolph, built by CGW founder A.B. Stickney as the Minnesota Central (but unrelated to Milwaukee Road predecessor Minnesota Central that I mention in the article; that MC connected St. Paul with Austin). The CGW did run from Rochester to Randolph, through Zumbrota, Red Wing and Cannon Falls. The line connecting the latter two points went through the Cannon River Valley, and is now the Cannon Valley bike trail. Between Rochester and Pine Island, the line is also a trail, known as the Douglas trail. As a side note, this was the route of the *Blue Bird,* one of the first successful gas-electric doodlebug trains in the 1920s and '30s. It was cancelled during the depression.

C&NW also had a route from Rochester to Zumbrota, built in 1878. The CGW's parallel track between those two points ran very closely parallel. This branch bit the dust in 1938. The CGW branch remained intact as far as Pine Island (next town south of Zumbrota) until 1971 under the auspices of the C&NW.

C&NW also had branches running from Plainview Junction (about a half mile west of Eyota) north to Plainview via Elgin and south to Chatfield. The first few miles of the Plainview branch remain intact to allow trains to pass each other. This was the last surviving branch on the Waseca Sub, saved by state funds in the '70s and abandoned by DM&E in 1995.

The CGW main line crossed the Winona-Rapid City line at Dodge Center, running straight north to Randolph and St. Paul, and south to Hayfield, where it split, one line running southeast towards Oelwein,

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Iowa and one line southwest towards Austin, Minnesota, and Council Bluffs, Iowa. There was also a C&NW branch that ran from Kasson to Mantorville, a whopping five miles. It didn't last long. CGW also had a branch to Mantorville, which broke off just north of Dodge Center and ran straight east to Mantorville. And out of Simpson, the CGW ran south through Stewartville, Spring Valley and down to McIntire, Iowa, where it met CGW's Oelwein main line. This line survived to Stewartville until the '70s, or so.

So now, when you read in the beginning of my article about all those abandoned grades, you'll know what I'm talking about. —*ANDY CUMMINGS*

More from out west

In last month's MARKERS I briefly described the trip that led to last month's feature on Saskatchwan's vanishing grain elevators. Here are just a few more notes gathered from along the way.

First, the entire trip wouldn't have been nearly as fun without good company. I arrived in Saskatchewan on Wednesday, September 6th, and spent the first three days exploring alone. But on Friday evening I was joined by my brother, Bruce, and father, Ernie, for the next nine days. Bruce and I have taken many, many "killer" railfan trips together (you know, the kind where you stop infrequently for food, most dinners include french fries and are eaten with one hand on the steering wheel, and sleep often finishes second to getting a few more miles on the road so you'll be ready for the next morning). Although my father has always been a railfan (he's the one responsible for all of you having to put up with me as editor now), he has never been on one of my "killer" trips. He thoroughly enjoyed Saskatchewan and didn't mind the long miles (we probably put 5000 miles on the rented minivan in the twelve-day trip). In fact, every time I offered to stop for a sit-down dinner, he declined and we kept the wheels rolling.

The other person that was a part of this trip was R&R ex-associate editor Bruce Kelly, now a resident of the Idaho panhandle. His expertise on the Camas Prairie and Montana Rail Link gave us two fantastic days. All during the rides to Lewiston, Idaho, and St. Regis, Washington, he pointed out all the rail archaeology sites, something you can seldom get from a magazine article or even a book, making those trips far richer. I need to get back to Couer d'Alene and spend a week with Kelly exploring the Palouse River & Coulee City, Marshall Canyon, the "Funnel" and other delights of the Pacific Northwest.

The other part of the "people" equation on this trip were the folks we encountered along the way. Up in Canada, the railroaders are all friendly, and I was never allowed to leave a yard office or division headquarters until I had all the information I needed! After chasing Canadian National train No.114 from Kindersely to Saskatoon, I discovered I had half a day left to find trains passing grain elevators somewhere else. I went to the CN office in Saskatoon and explained what I wanted. I was left with a secretary who made phone calls all over Saskatchewan trying to find any branches with trains running for 100 miles around (alas, there were none). A little bit of

BRUCE KELLY

THE BARRY CLAN invaded Paradise, Washington, while seeking semaphores on Montana Rail Link. Editor Steve (right) visited Paradise with brother Bruce and father Ernie, along with Bruce Kelly as part of a twelve-day trip through the western U.S. and Canada.

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courtesy go a long way when railfanning nada — if the railroaders are too busy wi ork, don't bother them, but a polite requ will be honored if at all possible.

Along Montana Rail Link we were talking about photo opportunities when Kelly asked me if I had ever seen the work of Al Burns, a photographer who often shoots MRL. I replied that I couldn't recall seeing any of his work. A few hours later, we were in the MRL office in Paradise, Washington, talking with a crewman off an eastboud train. He was telling Kelly how to get into different photo locations along MRL. I usually take photo tips from train crews with a grain of salt, beacuse a location that looks good from a train may not be all that good when viewed from the ground, due to lighting conditions, brush or whatever. But when this crewman started talking about getting into the "Scott Snell location that was on the cover of RAILFAN" I started paying close attention. As is often the case, we had struck up a conversation without formal introductions, so Kelly (who was doing most of the talking for us) said, "By the way, I'm Bruce Kelly." The crewman replied, "Hi, I'm Al Burns." Small world — Kelly had been talking about Al's photography only a couple of hours earlier!

The trip definitely had its special moments. To my Dad, brother Bruce, Bruce Kelly, Al Burns and all the nameless railroaders and other folks I encountered along the way — thanks for a great trip. — *S.B.*

Right city, wrong photographer

Last month we inadvertantly credited the

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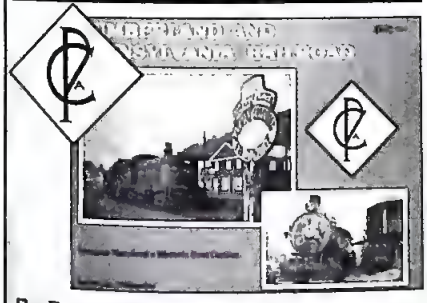

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photo of Frisco 1522 a[illegible] Larry Stiles. Larry frequently sends stuff from the St. Louis area, but in this case the photographer was actually Steven Anderson. Our apologies to Steve. — *W.L.*

2000 Along the Rails

In the May 2001 R&R we'll be presenting a PHOTO LINE special — *2000 Along the Rails* — and we're inviting all photographers to be a part of it. As it was last year (see R&R May 2000), the theme will be "the year in railroading as viewed through the cameras of R&R readers." Just send us your best shots from 2000. The only restriction on material is that all entries must have been shot between January 1, 2000, and December 31, 2000. That's it. Otherwise, it's open subject — scenic, newsworthy, whatever you think best represented railroading in 2000. We'll run a selection of the photos we receive in PHOTO LINE in the May 2001 issue. All entries must be received by February 1, 2001, and there is a limit of ten photographs per contributor. Please mark your envelopes "2000 PHOTO LINE" on the outside, and do not include other material (news photos, features, etc.) in the same package. Send your material to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. If you use a courier such as UPS or FedEx, send your material to RAILFAN & RAILROAD, 108 Phil Hardin Road, Newton, NJ 07860. Please enclose packaging and postage for the return of your photos. We look forward to seeing what you think was the best of 2000.

Steve

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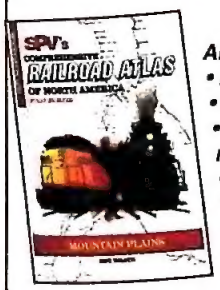

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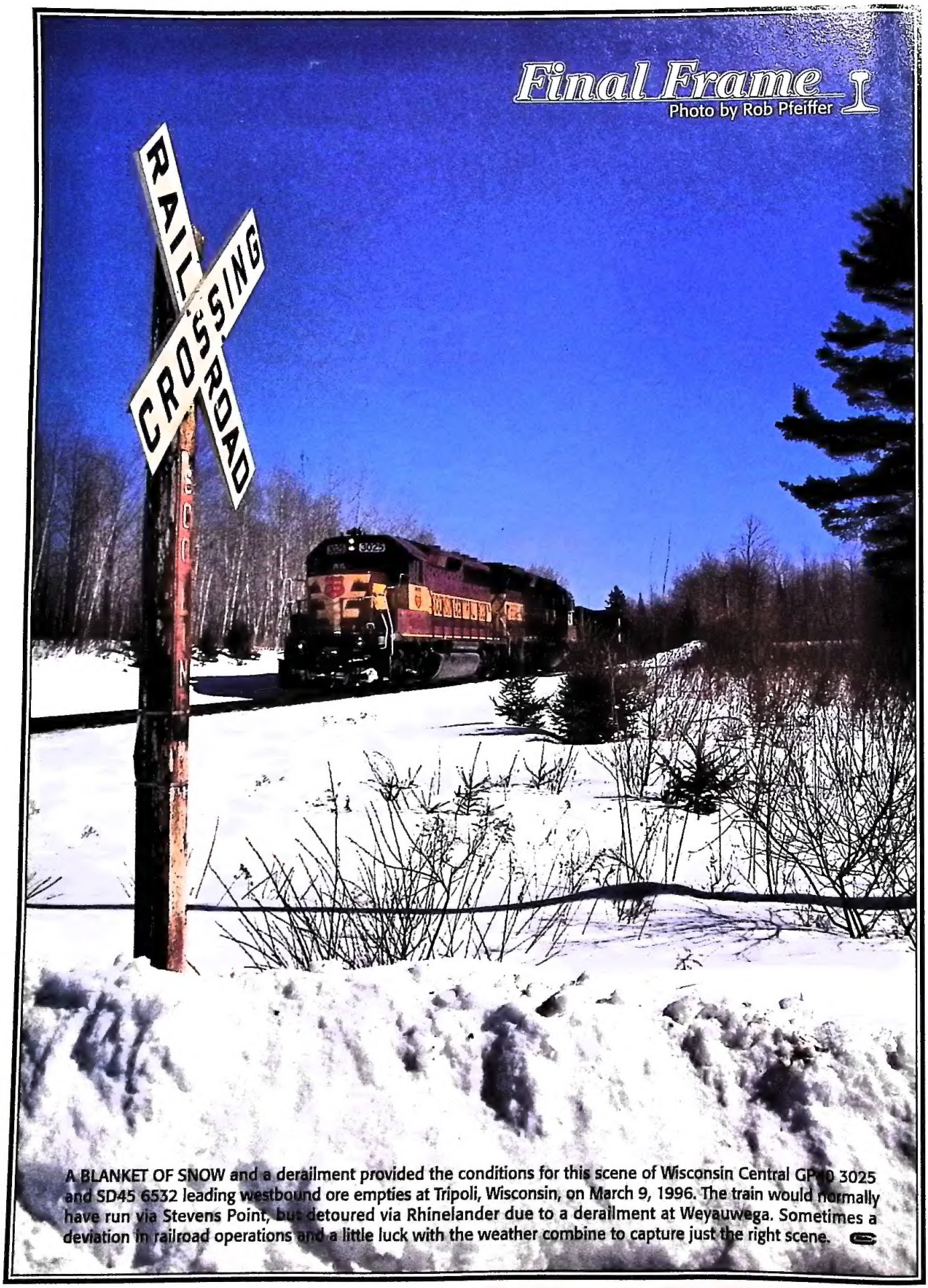

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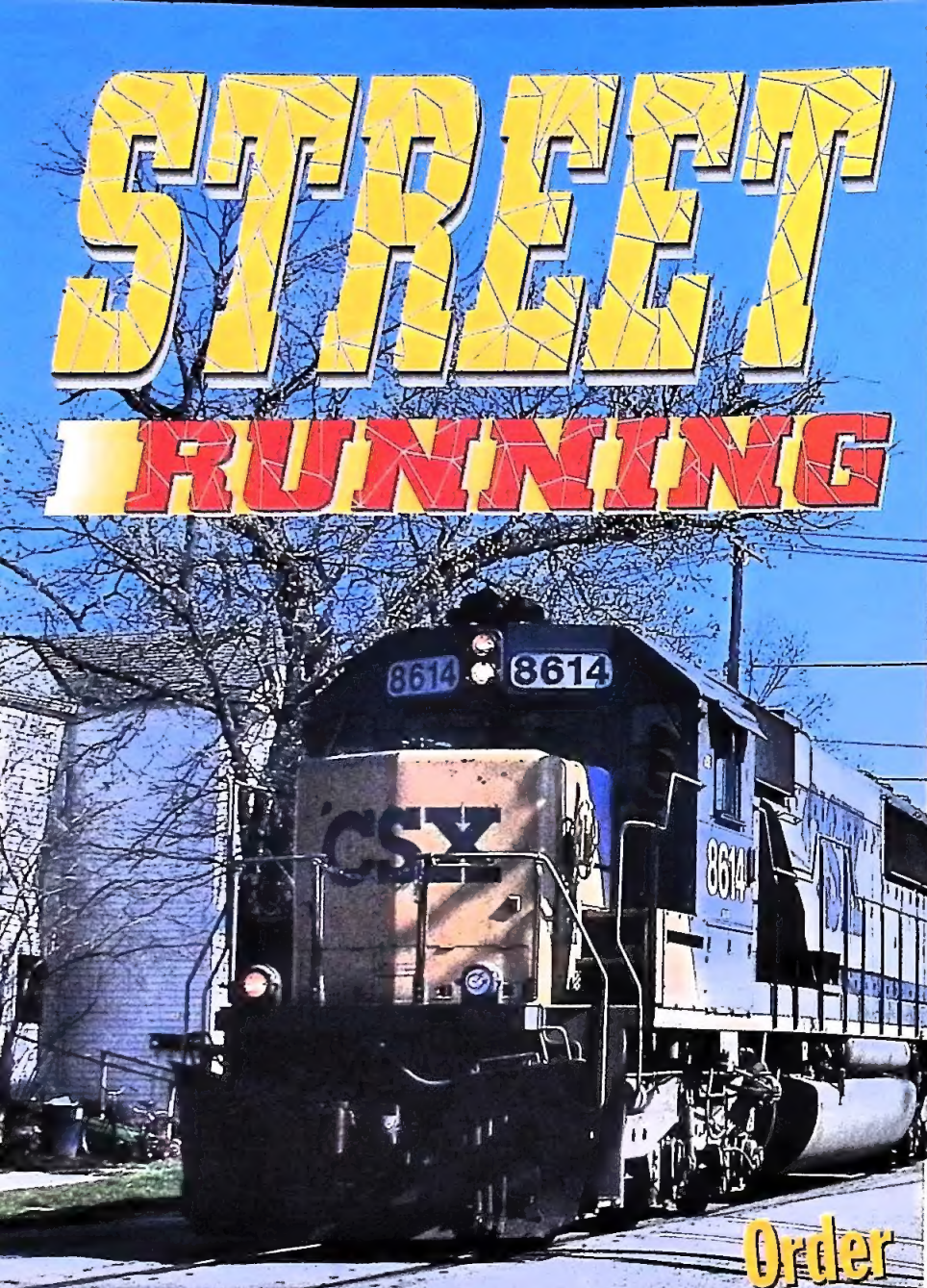

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